





MISCELLANEOUS PAPER GL-79-6

MOBILITY PERFORMANCE OF THE M578 LIGHT RECOVERY VEHICLE AND OTHER SELECTED VEHICLES

by

Donald D. Randolph

U. S. Army Engineer Waterways Experiment Station
P. O. Box 631, Vicksburg, Miss. 39180

March 1979 Final Report

Approved For Public Release; Distribution Unlimited

LEVEL



Prepared for U. S. Army Training and Doctrine Command Fort Monroe, Va. 23651

Destroy this report when no longer needed. Do not return it to the originator. The findings in this report are not to be construed as an official Department of the Army position unless so designated by other authorized documents.

Unclassified 4 WES-MP-GL-79-6

READ INSTRUCTIONS
BEFORE COMPLETING FORM REPORT DOCUMENTATION PAGE . REPORT NUMBER 2. GOVT ACCESSION NO. 3. RECIPIENT'S CATALOG NUMBER Miscellaneous Paper GL-79-6 MOBILITY PERFORMANCE OF THE M578 LIGHT RECOVERY 6 VEHICLE AND OTHER SELECTED VEHICLES . 7. AUTHOR(a) 8. CONTRACT OR GRANT NUMBER(.) Donald D. Randolph PERFORMING ORGANIZATION NAME AND ADDRESS U. S. Army Engineer Waterways Experiment Station Geotechnical Laboratory P. O. Box 631, Vicksburg, Miss. 39180 1. CONTROLLING OFFICE NAME AND ADDRESS March U. S. Army Training and Doctrine Command Fort Monroe, Va. 23651 86 14. MONITORING AGENCY NAME & ADDRESS(II different from Controlline Office) 15. SECURITY CLASS. (of this report) Unclassified 15a. DECLASSIFICATION/DOWNGRADING 16. DISTRIBUTION STATEMENT (of this Report) Approved for public release; distribution unlimited 17. DISTRIBUTION STATEMENT (of the ebetract entered in Block 20, if different from Report) 18. SUPPLEMENTARY NOTES 19. KEY WORDS (Continue on reverse side if necessary and identify by block number) Military vehicles Mission performance Off-road mobility On-road mobility Vehicle performance

6. ASSTRACT (Continue on reverse olds if reservery and identify by block number) The Army Mobility Model (AMM) was used to establish for each study vehicle the on- and off-road mobility performance for dry, wet, and snow surface conditions in the HIMO West Germany and the dry, wet, and sand surface conditions for the HIMO Mid-East study areas. The mobility performance was expressed in terms of speed profiles for each surface condition of primary roads, secondary roads, and off road. The mobility rating speed was also established for each study vehicle at each surface condition for the five tactical mobility levels (Continued) of the study areas DD 1 JAN 73 1473 EDITION OF 1 NOV 65 IS OBSOLETE Unclassified ECUMTY CLASSIFICATION OF THIS

38100

Sur

23 044

20. ABSTRACT (Contin	mad)	
20. ABSTRACT (CONTIN	iued).	
Recovery Vehicle towi	then used to compare the mo ng selected vehicles with t ele towing the same vehicles	he mobility of the M88
eggetuer mit he ter		

THE CONTENTS OF THIS REPORT ARE NO TO BE USED FOR ADVERTISING, PUBLICATION, OR PROMOTIONAL PURPOSES. CITATION OF TRADE NAMES DOES NOT CONSTITUTE AN OFFICIAL ENDORSEMENT OR APPROVAL OF THE USE OF SUCH COMMERCIAL PRODUCTS.

ACRESSION TO	
4718	With Section
196	Sett Section [
WANNE UNCE	
JUSTIFICATION	
	AVAILABILITY COOKS
1	
41	
TI	
/()	

PREFACE

Personnel of the U. S. Army Engineer Waterways Experiment Station (WES) conducted the study described herein during the period December 1978 to February 1979 for the U. S. Army Training and Doctrine Command (TRADOC) under Intra Army Order for Reimbursable Services No. CD 17-79 dated 26 December 1978.

The study was conducted under the general supervision of Messrs. J. P. Sale, Chief, Geotechnical Laboratory (GL); E. S. Rush, Chief, Mobility Systems Division (MSD); and C. J. Nuttall, Jr., Chief, Methodology and Modeling Research Group (MMRG). Mr. D. D. Randolph (MRMG) directed the overall study and prepared this report. Messrs. R. P. Smith (MMRG), R. B. Ahlvin, and B. R. Wright, Computations and Analysis Group (CAG), MSD, prepared the mobility predictions. Mr. R. G. Temple and Ms. E. P. Roberts, MRMG, prepared the vehicle characteristics data. Mr. Lynn Martin, Tank-Automotive Concepts Laboratory, Exploratory Development Division, Analysis and Evaluation Function, TARADCOM, supported WES's efforts in collecting vehicle characteristics and performance data.

COL J. L. Cannon, CE, was Director of the WES during the conduct of the study and preparation of this report. Mr. F. R. Brown was Technical Director.

CONTENTS

	Page
PREFACE	2
CONVERSION FACTORS, U. S. CUSTOMARY TO METRIC (SI) UNITS OF MEASUREMENT	4
PART I: INTRODUCTION	5
Background	5 5 5
PART II: STUDY VEHICLES, TERRAIN, AND SCENARIO CONDITIONS	7
Study Vehicles	7
Linear Data	7 10 11
PART III: MOBILITY PREDICTIONS	13
On- and Off-Road Mobility Predictions	13 15 17
PART IV: MOBILITY ASSESSMENT OF STUDY VEHICLES	20
Tactical Mobility Levels	20 22 23
REFERENCES	24
TABLES 1-7	
APPENDIX A: DATA USED TO CHARACTERIZE THE STUDY VEHICLES AND A BRIEF DESCRIPTION OF FACTORS USED IN DESCRIBING	
	Al
	Al Al
TABLES A1-A6	
	Bl
TABLES B1-B44	
APPENDIX C: COMPUTATION OF MOBILITY RATING SPEED FOR TACTICAL MOBILITY LEVELS	Cl

CONVERSION FACTORS, U. S. CUSTOMARY TO METRIC (SI) UNITS OF MEASUREMENT

Units of measurement used in this report can be converted as follows:

Multiply	Ву	To obtain
degrees (angular)	0.01745329	radians
horsepower	745.6999	watts
horsepower per ton	82.82	watts per kilonewton
inches	0.0254	metres
miles (U. S. statute)	1.609344	kilometres
miles (U. S. statute) per hour	1.609344	kilometres per hour
pounds (force) per square inch	6.894757	kilopascals
pounds (mass)	0.45359237	kilograms
tons (force) 88	196.444	newtons
tons (mass)	07.185	kilograms

MOBILITY PERFORMANCE OF THE M578 LIGHT RECOVERY VEHICLE AND OTHER SELECTED VEHICLES

PART I: INTRODUCTION

Background

1. The U. S. Army Logistics Center (LOGC) is conducting a study to determine if the M578 Light Recovery Vehicle is an adequate recovery vehicle for the Infantry and Cavalry Fighting Vehicles (IFV/CFV) and the Ground Support Rocket System (GSRS). The LOGC asked the U. S. Army Engineer Waterways Experiment Station (WES) to support the LOGC study of the M578 by developing mobility performance data for selected study vehicles.

Objective

2. The objective of the WES support of the M578 study was to provide mobility performance data for the selected study vehicles in the HIMO¹ West Germany and Mid-East study areas and to compare the study vehicles at the five tactical mobility levels.

Scope

- 3. Principal activities necessary to achieve the WES objective were:
 - a. The AMC-74X of the Army Mobility Model (AMM) (paragraph 18) was used to establish for each study vehicle the on- and off-road mobility performances for dry, wet, and snow surface conditions in the HIMO West Germany and the dry, wet, and sand surface conditions in the HIMO Mid-East study areas. The mobility performance was expressed in terms of speed profiles for each surface condition of primary roads, secondary roads, and off-road; and in terms of percent NOGO for trails and off-road (Appendix B).

- <u>b</u>. The SWIMCRIT water-crossing model² was used to predict water-crossing performance of the study vehicles.
- c. The mobility rating speed was computed for each study vehicle at five tactical mobility levels for each of the three surface conditions and for all conditions combined (Part III). The levels of mobility and corresponding mobility rating speeds were those described in the HIMO Study (paragraph 27). Three of these mobility levels (tactical high, tactical standard, and tactical support) were first defined by the WHEELS Study 3.
- 4. Some limitations of this mobility study were:
 - a. The mobility assessment for this study was limited to comparison of study vehicles based on mobility performance alone.
 - b. Vehicles were assumed to be in prime condition, operating at rated payload, and operated by fully competent drivers.
 - vehicles towing other tracked vehicles were limited by a maximum speed specified as maximum for towing with recovery vehicles.
 - <u>d</u>. The off-road mobility predictions (speed profiles) are based on a single pass of a vehicle.
 - e. Mobility predictions, both on- and off-road, reflect only the steering required to negotiate the road or terrain.

PART II: STUDY VEHICLES, TERRAIN, AND SCENARIO CONDITIONS

Study Vehicles

5. Eight tracked vehicles and ten combinations of the M578 and M88 recovery vehicles towing tracked vehicles were selected as study vehicles. A list of the study vehicles is given in Table 1. A list of some of the important characteristics of the eight tracked vehicles is given in Table 2. The complete list of vehicle characteristics and performance data used by the AMM to make mobility predictions for the study vehicles is given in Appendix A.

Brief Description of HIMO Road, Areal Terrain, and Linear Data

Road and areal terrain data

- 6. The road and areal terrain data for the HIMO West Germany and Mid-East study areas were used in this study. The West Germany study area is located between Fulda and Giessen (Figure 1) and the Mid-East study area is located around Amman in Jordan (Figure 2). Each of the study areas contains about 3000 sq km and were selected by TRADOC during the HIMO study.
- 7. The road and areal terrain data were prepared from maps at a scale of 1:50,000. The resulting maps used to describe the areal terrain units for the HIMO study were considered to be "study-quality" maps. That is, specific values for many terrain factors involved were largely inferred from available qualitative data sources interpreted in context of local climate, cultural practices, etc., but no ground truth data were used. As a result, it cannot be guaranteed that the specific set of factor values assigned to a given point on a map will, in fact, be found at that point on the ground. However, it is considered that the area as mapped is generally representative of the levels, associations, and areal distribution of those factors that influence vehicle mobility performance throughout the area as a whole.



Figure 1. Location of the HIMO West Germany study area

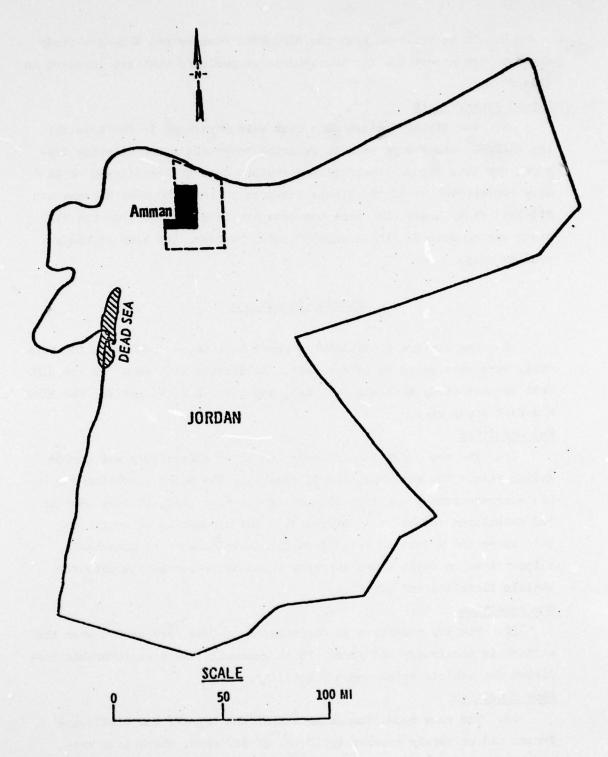


Figure 2. Location of HIMO Mid-East study area

8. It is believed that the HIMO West Germany and Mid-East study map data are acceptable for the vehicle comparisons that are involved in this study.

Linear feature data

9. The linear feature data that were developed in the area for the WACROSS tudy were used to describe potential water-crossing features for this study. These linear feature data are considered to be more representative of the linear features in the HIMO West Germany and Mid-East study areas than were the data available at the time the HIMO study was conducted. These WACROSS data, however, are also of study quality only.

Surface Conditions

10. The surface conditions of areal terrain and road data for this study were considered to be dry, wet, and covered with snow for the HIMO West Germany study area and dry, wet, and covered with sand for the HIMO Mid-East study area.

Wet condition

ll. The wet condition is described as an excessively wet period during rain. The wet condition is generally the worst condition for vehicle cross-country mobility because of the high soil-moisture content and associated reduced soil strengths. The assumption of continuing rain makes the situation still less favorable because of potential slipperiness on soils whose strength would otherwise be adequate for vehicle flotation and traction.

Dry condition

12. The dry condition is described as a long, dry period when the surface is mostly dry and firm. It is generally the most favorable condition for vehicle cross-country mobility.

Snow condition

13. The snow condition assumes that the terrain and trails are frozen and uniformly covered by 10 in. of dry snow, which is a reasonable maximum average depth for the area. Differences in snow depth

or characteristics in forested areas, or due to drifting snow, are not considered.

Sand condition

- 14. In the Mid-East area, predictions were made for a condition in which the actual terrain was arbitrarily converted to an all-sand terrain with sand dunes by (a) converting all actual soils to dry desert sands with appropriately reduced strengths, and (b) doubling all slopes to a maximum of 60 percent (the approximate angle of repose of sand dunes, frequently found on the lee side of desert dunes).
- 15. Characteristics of all roads for the sand condition were unchanged, except that the soil-surfaced trails were assumed to be trails on sand. These changes are considered reasonable in large expanses of dune terrain, but the actual configuration of the terrain and roads is, of course, entirely synthetic.

Study Scenarios

- 16. During the HIMO study, personnel from TRADOC schools and study agencies designated movement routes at 1:50,000 scale for portions of authorized TRADOC scenarios representing defense, attack, and delay operations within the HIMO West Germany and Mid-East study areas. They indicated appropriate main supply routes (MSR's) and secondary supply roads between each combat unit and concurrent points of supply. Figure 3 shows an example of the supply routes for part of the West Germany study area. Similar routes were designated for a number of typical runs by combat, combat support, and combat service support units. Table 3 summarizes some of the characteristics of the composite network of routes.
- 17. Because of the high density of secondary roads and trails in West Germany, very little off-road operation was considered to be required except under the local impact of enemy action. The MidEast study area required traversing a larger portion of trails and off-road terrain.

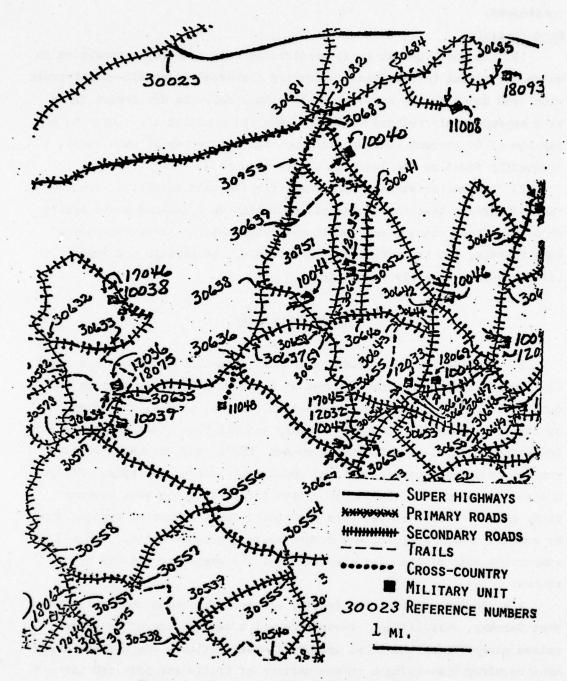
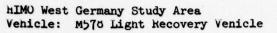


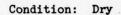
Figure 3. Partial supply route network map for West Germany study area

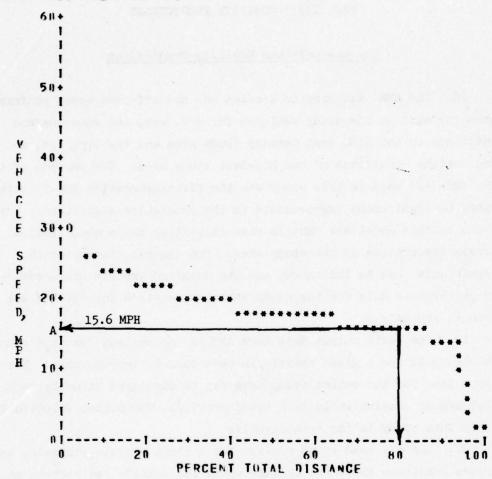
PART III: MOBILITY PREDICTIONS

On- and Off-Road Mobility Predictions

- 18. The AMM was used to predict on- and off-road speed performances for each of the study vehicles for dry, wet, and snow surface conditions in the HIMO West Germany study area and the dry, wet, and sand surface conditions of the Mid-East study area. The version of the AMM (AMC-74X) used in this study was the first-generation AMC-71 with a number of significant improvements in the predictive algorithms. The inputs to this model are vehicle characteristics and a quantitative terrain description of the study area. The general content of the terrain data base is indicated, and the detailed vehicle characteristics and performance data for the study vehicles required for AMC-74X are given in Appendix A.
- 19. The basic output data from AMM is the maximum feasible single vehicle speed for a given vehicle in each road or terrain unit. The AMM output data for the entire study area can be displayed directly as a speed map or statistically as a speed profile. The output selected for use in this study is the speed profile.
- 20. The off-road speed profile for a given vehicle, terrain, and surface condition shows the average speed the vehicle can sustain as a function of the percentage of the total area under consideration that it avoids, under the assumption that it avoids areas posing the greatest impediment to its motion. An example of off-road speed profile is given in Figure 4. This sample speed profile shows, at point A, that the M758 Light Recovery Vehicle can average 15.6 mph while negotiating the best 80 percent of the terrain in the study area and avoiding the worst 20 percent of the terrain in the same area.
- 21. The on-road speed profile for a given vehicle, road (primary or secondary road or trail), and surface condition shows the average speed the vehicle can sustain as a function of the percentage of the total distance under consideration that it avoids, under the assumption







	PERCE	NT TO	TAL D	STAN	CF
	X = 0	2	4	6	. 8
X	33.8	30.8	27.9	26.4	25.5
1.X	24.9	24.5	23.8	23.2	22.7
2.x	22.2	21.8	21.5	21.1	20.8
3 X	20.4	20.1	19.8	19.5	19.2
4 x	19.0	18.8	18.6	18.4	18.3
5 x	18.1	18.0	17.8	17.7	17.5
	17.4				
	16.6				
	15.0				
	14.5				
	1.7				
		ACCUM	LATE	SPE	ED

Figure 4. Off-road speed profile data

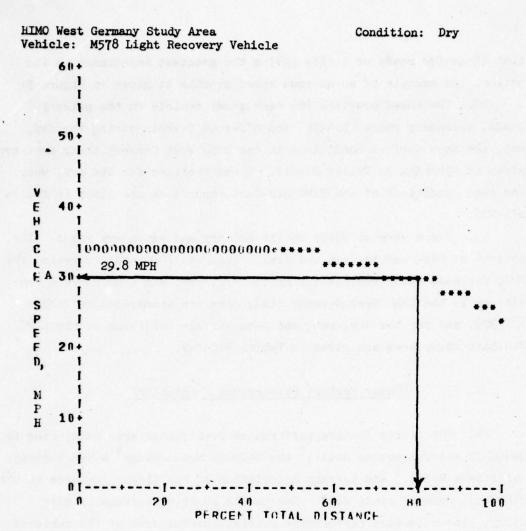
that it avoids roads or trails posing the greatest impediment to its motion. An example of an on-road speed profile is given in Figure 5.

- 22. The speed profiles for each study vehicle on the primary roads, secondary roads, trails, and off-road terrain during the dry, wet, and snow surface conditions in the HIMO West Germany study area are given in Appendix B, Tables B1-B18. Speed profiles for the dry, wet, and sand conditions of the HIMO Mid-East study area are given in Tables B19-B36.
- 23. There were no NOGOs on the primary and secondary roads. The percent of off-road terrain and trails that was NOGO and the reason for NOGO for each study vehicle during the dry, wet, and snow surface conditions in the HIMO West Germany study area are summarized in Tables B37-B39, and for the dry, wet, and sand surface condition of the HIMO Mid-East study area are given in Tables B40-B42.

Linear Feature Performance Predictions

- 24. The linear feature performance predictions were made using the SWIMCRIT water-crossing model, the WACROSS methodology a WES Engineer Assistance Model, and terrain description of the linear features in the HIMO West Germany study area. Due to the short time frame of this study, linear feature performance predictions for some of the vehicles were estimated from data for vehicles having similar characteristics and performance. The characteristics of the study vehicles required for the SWIMCRIT water-crossing model and the linear feature data required for the SWIMCRIT are given in Appendix A.
- 25. The WACROSS methodology was used to determine (for each vehicle, for three seasonal water stages, and for the area):
 - a. The mean number of stream crossings necessarily negotiated per mile during cross-country travel.
- <u>b.</u> The mean time required to effect a single crossing.

 The methodology, as applied, examined the WACROSS digitized linear feature data for the areas covered by eighteen 1- by 22-km sample strips across the area depicted on the central HIMO quad sheet (L5322). Nine samples



X=0 2 4 6 8 X 34.0 34.0 34.0 34.0 34.0 1X 34.0 34.0 34.0 34.0 34.0 2X 34.0 34.0 34.0 34.0 34.0 3X 34.0 34.0 34.0 34.0 34.0 3X 34.0 34.0 34.0 34.0 34.0 4X 34.0 34.0 34.0 33.9 33.8 5X 33.7 33.6 33.5 33.3 33.0 6X 32.6 32.2 31.9 31.6 31.3 7X 31.1 30.8 30.6 30.4 30.2 8X 29.8 29.5 29.1 28.7 28.1 9X 27.6 27.1 26.7 26.2 25.4 10X 24.7 ACCUMULATED SPEED

Figure 5. On-road (primary) speed profile data

were north-south transects; nine were east-west transects. Moving from one end of each transect to the other, the computerized process avoids crossings where possible without going outside the transect bounds and, where crossings are unavoidable, selects the optimum crossing site. A site, when it exists, where the given vehicle can successfully cross without assistance is chosen as the optimum site. Otherwise, the site chosen is one that requires a minimum of critical engineer resources (dozers, bridges, etc.) to prepare for crossing. The corresponding construction time required is computed based upon site characteristics and added to an arbitrary waiting time of one hour. The mean time required per crossing is then given by: (total construction and waiting time for all crossings)/(total number of crossings). In the tactical support role, vehicles are rarely used on single-vehicle missions. In recognition of this, the crossing time assessed to a single vehicle was taken to be 1/10 of the computed value, which is equivalent to spreading the crossing "expense" among 10 vehicles. In Appendix B, Tables B43 and B44 summarize the performance data for the study vehicles crossing linear features (water-crossing). The product of the mean time per crossing and the number of crossings per mile of off-road terrain traversed gives a water-crossing coefficient having units of hours per mile. This index provides a simple comparative measure of a vehicle's water-crossing capabilities in a given area. Consequently, a vehicle's water-crossing coefficient can be expected to change from area to area. Table B43 presents a listing of these coefficients for each vehicle for each of the three surface conditions for the HIMO West Germany study area, and Table B44 presents these coefficients for each study vehicle for the three surface conditions for the HIMO Mid-East study area.

Tactical Mobility Levels

26. The mobility performance of a vehicle is a complex function of the vehicle characteristics, the terrain in which it is operating, and the task it is required to do. Expressing mobility performance in a minimal reduced set of comprehensible numbers to aid in making decisions is a formidable task.

- 27. The WHEELS study defined three levels of tactical mobility. These are listed in Table 4 along with the definitions for two further mobility levels (high-high and on-road mobility), which were added to the HIMO study for completeness. In the HIMO study, each of the resulting five levels of mobility were also quantitatively described in terms of the following statistical performance data:
 - a. Percentage of off-road travel expected of the vehicle.
 - <u>b</u>. The severity of expected off-road travel (in terms of performance of the off-road terrain that should be negotiable).
 - c. The severity of expected travel on trails (in terms of the percentage of trails that should be negotiable).

In computing on-road speeds, separate predictions were made for primary roads, for secondary roads, and for trails in accordance with constraint c above. The percentage of on-road travel was subdivided into the same categories according to the relative mileage of each found in the road network for the area developed in the HIMO scenario play. Assignment for each vehicle of proper percentages of total off-road travel, on primary roads, on secondary roads, and on trails (Table 5), along with the appropriate corresponding values for mean speeds in each travel category level, permitted calculation of an average mobility rating speed that the vehicle could be expected to maintain area-wide in the stated weather condition while performing missions requiring a stated level of mobility.

- 28. The mobility rating speed integrates the on- and off-road speed profiles and the linear performance values, the percentage of traverse distance operating on different types of road and off-road, and the severity of operation. The preceding was used to calculate mobility rating speeds described in Appendix C.
- 29. The mobility rating speeds for each of the study vehicles during the dry, wet, and snow conditions and for the "all" surface condition, for each mobility level, are given in Table 6 for the HIMO

West Germany study area and in Table 7 for the Mid-East study area. The mobility rating speed for a vehicle for the "all" condition was determined by taking the simple mean of the rating speeds for dry, wet, and snow or dry, wet, and sand conditions. This in effect gives equal weight to performance in each condition. Because the three conditions do not prevail for equal time periods during a normal year, this, in effect, assigns special emphasis to performance in bad conditions (wet and snow or wet and sand), which, subjectively, appears proper in the military context.

PART IV: MOBILITY ASSESSMENT OF STUDY VEHICLES

30. The study vehicles were compared based on their mobility rating speeds at the five tactical mobility levels and on the percent NOGO. The speed profiles and linear performance data are reflected in the mobility rating speed and help to explain why one vehicle may have a higher mobility rating speed. For these comparisons the vehicles were divided into two groups: (1) individual vehicles, and (2) M578 and M88 towing other vehicles.

Tactical Mobility Levels

- 31. Table 5 gives the percentages of on- and off-road traversed and percent of roads and terrain challenged for the five levels of tactical mobility. Since all the study vehicles are tracked vehicles, the tactical high and high-high mobility levels are suggested as the scenario normally associated with these vehicles. On-road, tactical support, and tactical standard values are included to permit evaluating these vehicles in areas where more roads may be available for use. Tables 6 and 7 show the mobility rating speeds used in making these comparisons. High-high
- 32. The M109Al had the highest mobility rating speed of the individual study vehicles for the dry, wet, snow, and "all" surface conditions of the HIMO West Germany study area and for the dry, sand, and "all" surface conditions of the Mid-East study area. The M88 had the highest mobility rating speed of the individual study vehicles for the wet surface condition of the Mid-East study area.
- 33. The M113Al had the lowest mobility rating of the individual study vehicles for the dry, wet, snow, and "all" surface conditions of the HIMO West Germany study area, and the M578 had the lowest mobility rating speed for the dry, wet, sand, and "all" surface conditions of the HIMO Mid-East study area.

- 34. The M88 towed the M110E2, M107, IFV/CFV, and GSRS with higher mobility rating speeds than the M578 towed these vehicles for all surface conditions of the HIMO West Germany and Mid-East study areas. Tactical high
- 35. The GSRS had the highest mobility rating speed of the individual study vehicles for dry, snow, and "all" surface conditions of the West Germany study area and the dry and sand surface conditions of the Mid-East study area. The GSRS and IFV/CFV had the highest mobility rating speed of the individual study vehicles for the wet surface condition of the HIMO West Germany study area. The IFV/CFV had the highest mobility rating speed of the individual study vehicles for the wet and "all" surface conditions of the Mid-East study area. The M578 had the lowest mobility rating speed of the individual study vehicles for all surface conditions of the HIMO Mid-East study area.
- 36. The M88 towed the MllOE2, MlO7, IFV/CFV, and GSRS with higher mobility rating speeds than the M578 for all surface conditions of the HIMO West Germany and Mid-East study areas.

Tactical standard

- 37. The GSRS had the highest mobility rating speed of the individual study vehicles for all surface conditions of the HIMO West Germany study area and for the dry and sand surface conditions of the HIMO Mid-East study area. The IFV/CFV had the highest mobility rating speed of the individual study vehicles for the wet surface condition of the HIMO Mid-East study area.
- 38. The M88 had only slightly higher mobility rating speeds towing the M110E2, M107, IFV/CFV, and GSRS than the M578 towing these vehicles for all conditions of the HIMO West Germany and Mid-East study areas. Tactical support
- 39. The GSRS had the highest mobility rating speed of the individual study vehicles for all surface conditions of the HIMO West Germany and Mid-East study areas. The M88 had only slightly higher mobility rating speeds when towing the M110E2, M107, IFV/CFV, than the M578 towing these vehicles for all conditions of the HIMO West Germany and Mid-East study areas.

On-road

40. The GSRS had the highest mobility rating speed of the individual study vehicles for all surface conditions of the HIMO West Germany and Mid-East study areas. The M88 had slightly higher mobility rating speeds when towing the M110E2, M107, IFV/CFV than the M578 for some of the HIMO West Germany and Mid-East study areas.

Percent NOGO

- 41. A NOGO situation is predicted when a vehicle configuration is immobilized under its own power and requires engineering effort, such as winching and towing, to continue. The use of engineering effort to retrieve a vehicle always requires time even when a winch or tow vehicle is available.
- 42. Only the trails and off-road terrain contained NOGO situations. Tables B37-B42 give the percent NOGO on trails and off-road for the study vehicles in the HIMO West Germany and Mid-East study areas. HIMO West Germany study area
- 43. <u>Trails</u>. None of the individual study vehicles were immobilized on trails. Only the M578 towing the M110E2 and M107 in the snow surface condition resulted in NOGO situations (Table B39).
- 44. Off-road. All the study vehicles had some NOGO situations during the dry, wet, and snow condition (Tables B37-B39). The Mll3Al had the largest percent NOGO of the individual study vehicles. The M578 towing the Mll0E2 and Ml09Al had the largest percent NOGO of the towed combinations. Obstacle influence and traction caused most of the NOGO's.

HIMO Mid-East study area

45. <u>Trails.</u> None of the individual study vehicles were immobilized on trails (Tables B40-B42). The M578 towing the M107, M109A1, M110E2, and GSRS had 0.1 percent NOGO on trails during the wet condition (Table B41). Both the M578 and M88 had considerable percent NOGO trails for the sand condition (Table B42). The M578 had a much larger percent NOGO than the M88 when towing the same vehicle.

46. Off-road. All the study vehicles except the M109Al during the dry and sand surface conditions had some NOGO situations (Tables B40-B42). The M578 had the largest percent NOGO of the individual study vehicles. The M109Al had the lowest percent NOGO of the study vehicles. The percent NOGO for the M578 towing the M110E2, M107, IFV/CFV, and GSRS was always larger than for the M88 towing the same vehicles.

Summary Assessment

Tactical mobility levels

47. The GSRS and IFV/CFV had the highest mobility rating speeds for all of the surface conditions of the HIMO West Germany and Mid-East study areas at all tactical mobility levels. The mobility rating speed of the M578 towing the IFV/CFV, GSRS, M107, and M110E2 for most conditions of both study areas was generally only slightly less than that of the M88 towing these vehicles.

Percent NOGO

48. The percent NOGO in off-road terrain in the dry, wet, and sand conditions of the Mid-East study area was generally much greater for the M578 than for the M88 towing the IFV/CFV, GSRS, M107, and M110E2. The percent NOGO in the off-road terrain in the dry, wet, and snow condition of the West Germany study area was only slightly greater for the M578 towing the IFV/CFV, GSRS, M107, and M110E2 than for the M88 towing these vehicles. Obstacle influence and traction were the principal reason for NOGO in both the study areas.

REFERENCES

- 1. Nuttall, C. J., Jr., and Randolph, D. D., "Mobility Analysis of Standard- and High-Mobility Tactical Support Vehicles (HIMO Study)," Technical Report M-76-3, Feb 1976, U. S. Army Engineer Waterways Experiment Station, CE, Vicksburg, Miss.
- 2. Nuttall, C. J., Jr., and Randolph, D. D., "Rational Consistent Criteria for Swimming and Related Performance Characteristics of Army Combat Vehicles (SWIMCRIT)" (in preparation).
- 3. U. S. Army Engineer Waterways Experiment Station and U. S. Army Tank-Automotive Command, "Vehicle Mobility Assessment for Project WHEELS Study Group," Sep 1972, Vicksburg, Miss.
- 4. Nuttall, C. J., Jr., "An Assessment of the Inland Water-Crossing Performance of Selected Tactical Support Vehicles (WACROSS)," Technical Report GL-79-1, Jan 1979, U. S. Army Engineer Waterways Experiment Station, CE, Vicksburg, Miss.
- 5. Struve, Horton and Stoll, J. K., "Crossing Requirements in Theater of Operations," 40th Annual Military Operations Research Symposium, 13-15 Dec 1977.
- 6. Randolph, D. D. and Robinson, J. H., "Mobility Performance of Towed and Self-Propelled Artillery and Related Vehicles," Miscellaneous Paper M-77-1, Jan 1977, U. S. Army Engineer Waterways Experiment Station, CE, Vicksburg, Miss.
- 7. Murphy, N. R., Jr., and Ahlvin, R. B., "The AMC-74 Vehicle Dynamics Module," Technical Report M-76-1, Jan 1976, U. S. Army Engineer Waterways Experiment Station, CE, Vicksburg, Miss.

Table 1 Study Vehicles

M578 Light Recovery Vehicle

Mll3Al Armored Personnel Carrier (APC)

M109A1, 155mm, Self-Propelled Howitzer

M107, 175mm, Self-Propelled Howitzer

MllOE2, 8 in., Self-Propelled Howitzer

M88, Medium Recovery Vehicle

IFV/CFV Infantry or Cavalry Fighting Vehicle

GSRS, Ground Support Rocket System

M578 Towing Mll3Al

M578 Towing M107

M578 Towing M109A1

M578 Towing M110E2

M578 Towing IFV/CFV

M578 Towing GSRS

M88 Towing M107

M88 Towing M110E2

M88 Towing IFV/CFV

M88 Towing GSRS

Table 2 Important Characteristics of Study Vehicles

											Sne	Speeds for	1	15	St v-Vat+	
	Gross			Power				vcı			56 -	Obstacle Heights	5 0 0	S of a	Speeds for Indicated	L P
	Vehicle Weight,	Track		Weight		Approach Angle	Approach Departure Angle Angle	Fine Coarse Grained Grained		Maximum	8	at 2.5 g,		E	rms elev,	٠,
Vehicles	r q	th.	Engine	-11	Transmission	deg	deg	Soils	Soils*	qdm	7	١,	10	4	01	2
M578 Light Recovery Vehicle	54,000	151	Detroit Diesel 8V71T	15.7	XTG-411-2A	75	36	20.4	0	₹.	100	11	12.6	8	97	13.8
Mil3Al Armored Personnel Carrier (APC)	23,400 109	109	GM Diesel 6V53	17.5	TX100-1	10	01	16.0	0	745	100	100	13.0	23	13	10.4
M109Al, 155 mm, Self- Propelled Howitzer	53,060 159	159	Detroit Diesel 8v7lT	15.7	XTG-411-2A	75	80.5	24.8	0	35	100	100	13.0	93	97	13.8
M107, 175 mm, Self- Propelled Howitzer	62,100 151	151	Detroit Diesel 8V71T	13.0	XTG-411-2A	06	43.5	22.5	0	ŧ	100	100	13.0	9	97	13.8
MIJOEZ, 8 in., Self- Propelled Howitzer	62,100 151	151	Detroit Diesel 8V71T	13.7	XTG-411-2	8	44.5	22.5	0	ŧ	100	100	13.0	8	97	13.8
M88 Medium Recovery Vehicle	112,000 183	183	Continental AVSI-1790-6A	17.5	XT1410-2	63	41.0	19.8	0	93	100	100	12.5	100	16	11.0
<pre>IFV/CFV Infantry/Cav- alry Fighting Vehicle</pre>	47,000 157	157	Cummings VTA- 903-T	21.28	HMPT-500	06	50.0	13.1	0	14	100	100	100.0	27	16	12.4
GSRS Ground Support Rocket System	52,000 173.5	173.5	Cummings VTA-903	17.3	HMPT-500	72	54.0	14.8	0	07	26	26	26.0	28.4	11	14.0

^{*} VCI assumed 0 for tracked vehicles.

Table 3

Characteristics of Composite Route Networks

Study Area Features	Mid-East	West Germany
Total distance, miles	533	1678
Number of links*	854	2184
Average link length, miles	0.62	0.77
Composition of network, perc	ent	
Superhighways	0	3.1
Superhighways Primary roads	0 7.3	
Primary roads	7.3	21.1
Primary roads Secondary roads	7.3	21.1
Primary roads Secondary roads Tertiary roads and	7.3 29.7	21.1

^{*} A link is the route joining two route intersections or route end points.

Table 4

Preliminary Quantification of WHEELS Study Definitions of Tactical Mobility

	Operating Distance	Distance	Severity o	Severity of Operation Iff-Road* On-Road ercent of Percent of
Mohility Teres	Off-Road	On-Road*	Terrain	Trails
High-high mobility**	OTEN TO THE PARTY OF THE PARTY	A CALCALLA	nagirar rein	nann Torr
All off-road operation	100	0	700	•
Tactical high mobility				
The highest level of mobility designating the requirement for extensive cross-country maneuverability characteristic of operations in the ground-gaining and fire-support environment	S	8	06	100
Tactical standard mobility				
The second highest level of mobility designating the requirement for occasional cross-country movement	25 .	85	80	100
Tactical support mobility				
A level of mobility designating the requirement for infrequent off-road operations over selected terrain with the preponderance of movement on primary and secondary roads	~	66	20	20
On-road mobility**				
All on superhighways, primary and secondary roads, and the best tertiary roads and trails	0	100		01

In terms of percentage of best off-road terrain to be challenged (off-road speed profile). NOT a WHELS Study definition.

Network Composition and Severity at Tactical Mobility Levels for HIMO West Germany and Mid-East Study Areas

			Сошр	Composition of Network in Porcent	rk in Per	cent	Severity of T	Severity of Operation in Terms of Percent of Terrain and Roads Challenged	erms of Challeng	Percent
Mobility Levels		Primary Roads (Pp)	Roads	Secondary Roads (PS)	Frails (P _T)	Off-Road (P)	Primary Roads (Vpp)	Secondary Roads (V _{SP})	Trails (V _{TP})	Off-Road (V _C)
				HIMO	HIMO West Germany	uny Study Area	rea			V,00
High-High		0		0	0	100	•	•	,	201
Tactical High	gh	10		30	10	20	V100	V ₁₀₀	100	06 ^
Tactical Standard	andard	20		82	is	15	v ₁₀₀	v ₁₀₀	v,100	08. A
Tactical Support	pport	30		SS	10	s	v100	V ₁₀₀	v 50	v 50
On-Road		35		09	v	0	v ₁₀₀	, 100 v	v 10	•
				비	INO MIG-ES	HIMO Mid-East Study Area	200			
iligh-iligh		0		0	•	100	<	•		, 100 ·
Tactical High	gi	w		20	25	20	v,100	v ₁₀₀	v100	06 ^
Tactical Standard	andard	15		35	. 35	15	v ₁₀₀	v ₁₀₀	v100	80
Tactical Support	pport	20		40	35	s	, 100	v ₁₀₀	80	, so
On-Road		30		40	30	0	v ₁₀₀	7100	20 >	•

Table 6
Summary of Study Vehicles Mobility Rating Speeds for the Tactical Mobility Levels in HIMD West Germany

			On-Road		Ta	Tactical	Support	t	Tact	Tactical	Standard	P	170	Tactical High	H1gh	1		High	H	1
Vehicles	DIA	3	Snov	T	Dry	Wet		ALI	Dry	١.	Snow	A11	Dry	Wet	Snow	VII.	DI	Wet Snow	Snow	귀
					믜	dividu	al Veh	Individual Vehicle Performance	formand	91										
M578 Light Recovery Vehicle M13Al Armored Personnel Carrier (APC)	22.8	21.7 24.5	22.6	21.8	22.9	19.7	19.4	20.0	17.4	16.0	16.1	16.5	12.4	10.8	11.3	11.5	1.6	1.5	1.6	1.6
MOOSAL, 155 mm, Self-Propelled	22.5	21.5	20.5	21.5	20.9	9.61	19.3	19.9	17.3	15.9	16.1	16.4	12.2	9.01	11.2	11.3	5.5	3.5	2.4	3.4
M107, 175 mm, Self-Propelled	22.3	2.3	20.5	21.3	20.7	19.4	19.1	19.1	17.1	15.6	15.8	191	11.9	10.3	10.9	11.0	2.7	2.2	2.1	2.3
MIOEZ, 8 in., Self-Propelled	22.3	21.3	20.5	21.3	20.7	19.4	19.1	19.7	17.0	15.6	15.8	16.1	11.8	10.2	10.9	10.9	3.4	5.8	2.3	2.8
M68 Medium Recovery Vehicle IFV/CFV Infantry/Cavelry	22.4	25.7	20.5	25.5	21.2	20.1	19.5	20.2	17.7	16.6	16.5	16.9	12.9	11.6	12.0	12.1	2.8	2.3	2.3	2.3
GSRS Ground Support Rocket System	27.4	26.0	23.5	25.5	25.4	23.8	22.1	23.7	21.0	19.3	18.6	19.6	15.2	13.1	13.5	13.9	2.4	1.5	1.3	1.6
						M578/M	88 Tow	M578/M88 Towing Performance	Cormance	•.										
MST8 Towing M13A1 MST8 Towing M107 MST8 Towing M108A1 MST8 Towing M108E2 MST8 Towing LEV/CFV MST8 Towing GSRS MST Towing M107 MSS Towing M107 MSS Towing GSRS	000000000000000000000000000000000000000	9999999999	8868-600000	99 99 99 99 99 99 98 78 6 7 9 9 9 9	000000000000000000000000000000000000000	200000000000000000000000000000000000000	000000000000000000000000000000000000000	900000000000000000000000000000000000000	0 20 20 20 20 20 20 20 20 20 20 20 20 20	80808880000	0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	9.5.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6.	-010446666	2141666666	7.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4	7.00 7.00 7.7.7. 7.18 7.08 7.7.8	20048484	2221222	10101111111	21.00.00.00.00.00.00.00.00.00.00.00.00.00

^{*} Maximum speed of 10 mph allowed when towing tracked vehicles.

Table 7 Study Vehicle Mobility Rating Speeds for the Tactical Mobility Levels in HIMO Mid-East

Individual Vehicle Performance Individual Vehicle Individual Individu			On-	On-Road		Ta	Tactical	Support	+	Tactical		Standard	-	Tar	Tactical	Hi oh			11 ch-H1	4	1
26.9 25.1 20.3 23.8 22.7 20.9 17.4 20.1 16.1 16.4 13.3 15.7 8.8 27.4 26.1 24.3 25.9 23.1 21.7 20.1 21.6 17.7 16.5 14.6 16.2 11.9 27.4 26.1 24.3 25.9 23.1 21.7 20.1 21.6 17.7 16.5 14.6 16.2 11.9 d 26.2 24.5 19.9 23.2 22.3 20.6 17.3 19.8 17.7 16.0 12.9 15.3 12.0 25.2 24.0 21.2 23.3 22.9 21.4 18.8 20.9 18.2 17.7 16.1 12.9 15.3 12.0 25.2 24.0 21.2 23.3 22.9 21.4 18.8 20.9 18.2 17.1 14.7 16.5 13.6 29.5 28.0 26.3 27.8 25.3 24.0 224.3 20.1 19.0 17.4 18.8 14.3 20.2 18.5 26.9 28.5 26.0 24.2 23.0 24.3 20.7 18.9 17.7 16.1 12.9 15.3 12.0 10.0 10.0 9.6 9.8 9.8 9.4 8.0 9.0 8.9 7.6 11.5 3.3 4.7 10.0 10.0 10.0 9.6 9.8 9.4 8.0 9.0 8.9 7.6 11.5 3.3 4.7 10.0 10.0 10.0 9.0 8.8 9.5 8.3 9.2 9.0 8.9 7.6 11.5 3.3 4.7 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10	Vehicles	ZI ZI	3	Sand	ALL ALL	Dry	Wet	Sand	A11	Dry		Sand			Wet		177	Dry	Wet Sand	1	T
26.9 25.1 20.3 23.8 22.7 20.9 17.4 20.1 18.1 16.4 13.3 15.7 8.8 27.4 26.1 24.3 25.9 23.1 21.7 20.1 21.6 17.7 16.5 14.6 16.2 11.9 27.4 26.1 24.5 20.3 23.4 22.6 20.9 17.8 20.2 18.3 16.5 13.4 15.8 12.9 26.2 24.5 19.9 23.2 22.3 20.6 17.3 19.8 17.7 16.0 12.9 15.3 12.0 25.2 24.0 21.2 23.3 22.9 21.4 18.8 20.9 18.2 17.1 14.7 16.1 12.9 15.3 12.0 29.5 28.0 26.3 27.8 25.3 24.0 22.4 23.8 20.1 19.0 17.4 18.8 14.3 30.2 28.5 26.9 28.5 26.0 24.2 23.0 24.3 20.7 18.9 17.9 19.1 14.6 10.0 10.0 9.6 9.9 9.8 9.8 9.8 9.1 9.6 9.0 8.9 7.6 11.5 3.3 4.7 10.0 10.0 9.0 9.6 9.8 9.8 9.8 9.1 9.6 8.9 7.6 11.5 3.3 4.7 10.0 10.0 9.0 9.6 9.8 9.8 9.8 9.9 9.0 8.9 7.6 11.5 3.3 4.7 10.0 10.0 9.0 9.6 9.8 9.6 8.8 9.5 9.7 9.0 8.9 7.6 11.5 3.3 4.7 10.0 10.0 10.0 9.0 9.8 9.6 8.8 9.5 9.7 9.1 8.5 11.8 3.8 5.0 10.0 10.0 10.0 10.0 9.9 9.8 9.8 9.6 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 9.9 9.8 9.6 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 9.9 9.8 9.6 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 9.9 9.8 9.6 9.7 9.8 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0						티	dividu	al Vehi	cle Per	formanc	e)										
26.2 24.5 20.3 23.4 22.6 20.9 17.8 20.2 18.3 16.5 13.4 15.8 12.9 26.2 24.5 19.9 23.2 22.3 20.6 17.3 19.8 17.7 16.0 12.9 15.3 12.0 25.2 24.0 21.2 23.3 22.9 21.4 18.8 20.9 18.2 17.1 14.7 16.1 12.9 15.3 12.0 25.2 24.0 21.2 23.3 22.9 21.4 18.8 20.9 18.2 17.1 14.7 16.5 13.6 29.5 28.0 26.3 27.8 25.3 24.0 22.4 23.8 20.1 19.0 17.4 18.8 14.3 30.2 28.5 26.9 28.5 26.0 24.2 23.0 24.3 20.7 18.9 17.9 19.1 14.6 10.0 10.0 9.6 9.9 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 9.0 9.6 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 9.0 9.6 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 9.0 9.6 9.8 9.6 8.8 9.5 9.1 8.5 1.8 3.8 5.0 10.0 10.0 10.0 10.0 10.0 9.6 9.8 9.6 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 9.9 9.8 9.6 9.7 9.3 9.1 2.5 4.9 8.0	M578 Light Recovery Vehicle M13Al Armored Personnel	26.9		20.3	23.8	22.7	20.9	17.4	20.1		16.4	13.3	15.7		1.9	6.9	7.8	0.9	0.9	0.9 0	0.9
26.2 24.5 19.9 23.2 22.3 20.6 17.3 19.8 17.7 16.0 12.9 15.3 12.0 26.2 24.5 19.9 23.2 22.3 20.6 17.3 19.8 17.7 16.1 12.9 15.3 12.0 25.2 24.0 21.2 23.3 22.9 21.4 18.8 20.9 18.2 17.1 14.7 16.5 13.6 29.5 28.0 26.3 27.8 25.3 24.0 224.3 20.1 19.0 17.4 18.8 14.3 30.2 28.5 26.9 28.5 26.0 24.2 23.0 24.3 20.7 18.9 17.9 19.1 14.6 10.0 10.0 9.6 9.9 9.8 9.8 9.1 9.6 9.9 17.9 17.9 19.1 14.6 10.0 10.0 9.0 9.6 9.9 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 10.0 9.0 9.6 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10	MANOSAL, 155 mm, Self-Propelled	26.3	24.5	20.3	23.4	22.6	20.9	17.8	20.2						11.0	9.5	10.8	4.7	5.3 5	5.8 6	6.1
25.2 24.5 19.9 23.2 22.3 20.6 17.3 19.8 17.7 16.1 12.9 15.3 12.0 25.2 24.0 21.2 23.3 22.9 21.4 18.8 20.9 18.2 17.1 14.7 16.5 13.6 29.5 28.0 26.3 27.8 25.3 24.0 22.4 23.8 20.1 19.0 17.4 18.8 14.3 30.2 28.5 26.9 28.5 26.0 24.2 23.0 24.3 20.7 18.9 17.9 19.1 14.6 30.0 10.0 9.6 9.9 9.8 9.8 9.4 8.0 9.0 8.9 17.9 17.9 19.1 14.6 10.0 10.0 9.6 9.9 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 9.0 9.6 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 10.0 9.0 9.6 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 10.0 10.0 10.0 9.8 9.6 9.8 9.5 9.7 9.1 8.5 1.8 3.8 5.0 10.0 10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 9.0 9.8 9.6 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	MLO7, 175 mm, Self-Propelled	26.2	24.5	19.9	23.2	22.3	20.6		19.8						10.3	8.6	10.1	3.7	3.4 3	3.5	3.4
25.2 24.0 21.2 23.3 22.9 21.4 18.8 20.9 18.2 17.1 14.7 16.5 13.6 29.5 28.0 26.3 27.8 25.3 24.0 22.4 23.8 20.1 19.0 17.4 18.8 14.3 30.2 28.5 26.9 28.5 26.0 24.2 23.0 24.3 20.7 18.9 17.4 18.8 14.3 30.2 28.5 26.9 28.5 26.0 24.2 23.0 24.3 20.7 18.9 17.9 19.1 14.6 10.0 9.6 9.9 9.8 9.8 9.1 9.6 9.3 9.0 7.3 8.4 5.4 10.0 10.0 9.0 9.6 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 9.9 8.8 9.5 9.4 8.0 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 9.9 9.8 9.6 8.4 9.2 9.0 8.1 1.7 3.7 4.7 10.0 10.0 9.9 9.8 9.6 8.3 9.2 9.0 8.1 1.7 3.7 4.7 10.0 10.0 10.0 9.9 9.8 9.6 8.3 9.2 9.0 8.9 7.6 1.5 3.3 4.7 10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 9.9 9.8 9.6 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 9.9 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 9.9 9.8 9.5 9.7 9.3 9.1 2.5 4.9 8.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	MINEZ, 8 in., Self-Propelled	26.2	24.5	19.9	23.2	22.3	20.6		19.8		16.1				10.4	8.7	10.2	5.0	4.5 4	4.1	4.5
M578/M88 Towling Performance M578/M	M88 Medium Recovery Vehicle IFV CFV infantry/Cevelry	25.2		21.2	23.3	22.9	21.4	18.8	20.9		17.1	17.4	16.5		13.2	12.3	12.1	6.2	5.8	3.8	2.3
M578/M88 Towing Performance 10.0 10.0 9.6 9.9 9.8 9.8 9.1 9.6 9.3 9.0 7.3 8.4 10.0 10.0 9.9 8.8 9.5 9.8 9.1 9.6 9.9 7.6 1.5 3.3 10.0 10.0 9.0 8.6 9.5 9.8 9.7 8.3 9.2 9.0 8.1 1.7 3.3 10.0 10.0 9.1 9.7 9.8 9.6 8.4 9.2 9.1 8.5 1.8 3.8 10.0 10.0 10.0 9.0 9.6 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 9.8 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9	GSRS Ground Support Rocket System	30.2	28.5	26.9	28.5	26.0	24.2		24.3		18.9				12.5 1	12.4	13.1	0.4	1.2	3.8	2.2
LI 10.0 10.0 9.6 9.9 9.8 9.1 9.6 9.3 9.0 7.3 8.4 10.0 10.0 9.9 8.8 9.5 9.8 9.1 9.6 9.0 8.9 7.6 1.5 3.3 10.0 10.0 9.0 9.6 9.8 9.4 8.0 9.0 8.9 7.6 1.5 3.3 3.7 10.0 10.0 9.0 9.6 9.8 9.6 8.3 9.2 9.0 8.1 1.7 3.7 10.0 10.0 9.0 9.6 9.8 9.6 8.3 9.2 9.0 8.2 1.6 3.5 10.0 10.0 10.0 9.8 9.6 8.3 9.5 9.7 9.8 9.6 8.3 9.2 9.0 8.2 1.6 3.5 10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 9.9 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 10.0 9.9 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 10.0 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8							M578/M	88 Town	ng Perf	ormance											
10.0 10.0 9.0 9.6 9.8 9.5 8.3 9.2 9.0 8.1 1.7 3.7 12.0 10.0 9.9 8.6 9.8 9.4 8.0 9.0 8.0 1.7 3.7 3.3 3.3 3.4 10.0 10.0 9.0 9.6 9.8 9.6 8.3 9.2 9.0 8.2 1.6 3.3 1.8 3.8 10.0 10.0 10.0 9.0 9.8 9.8 9.6 8.3 9.2 9.0 8.2 1.6 3.5 10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 9.9 9.8 9.6 9.8 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 9.9 9.8 9.6 9.8 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 9.9 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8	M578 Towing M113A1 M578 Towing M107	10.0	10.0	9.6	9.6	9.9	9.8	8.0	9.6	8.9	9.0	7.3	3.3	7.7	2.3	2.3					-9
10.0 10.0 9.1 9.7 9.8 9.6 8.4 9.2 9.1 8.5 1.8 3.8 10.0 10.0 10.0 9.0 9.6 9.8 9.6 8.3 9.2 9.0 8.2 1.6 3.8 10.0 10.0 10.0 10.0 9.6 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 9.8 9.6 9.8 9.6 9.8 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 9.8 9.6 9.8 9.6 9.8 9.6 9.8 9.6 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8	M578 Towing M109A1 M578 Towing M10E2	10.0		8.8	9.6	9.9	0.0	8 8	9.0	8.9	7.6	1.5	. w.	1.1	2.3	0.8					9.9
10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 10.0 9.8 9.8 9.5 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 10.0 9.9 9.8 9.6 9.8 9.7 9.3 9.1 2.5 4.9 10.0 10.0 10.0 10.0 0.0 0.8 0.5 0.7 0.1 0.3 2.7 7.9	M578 Towing IPV/CPV M578 Towing GSRS	10.0		9.0	6.6	9.0	9.6	4.8	9.5	9.0	8.8	1.6	8.8 5.5	4.1	2.7	0.0					9.9
	M88 Towing M107 M88 Towing M10E2	10.0	10.0	10.0	10.0	9.9.0	999	2.60	1.00	6,00	9.1	2.5	999	8.0	2.2	1.6	4.4.6.	 	1.2	9.0	6.0
110 113 616 116 116 116 116 116 116 116 117 117	MB8 Towing GSRS	10.0	10.0	10.0	10.0	.0.	9.0	9.5	9.0	7.7	9.6	2.7	5.1	8.1	0.0	1.9					N 0

Control of the State of the Control

. Maximum speed of 10 mph allowed when towing tracked vehicles.

Vehicle Characteristics and Performance Data

- 1. Extensive data are required to characterize a vehicle to predict its performance with the AMM and SWIMCRIT/WACROSS water-crossing models. These data for the individual study vehicles are given in Tables Al-A5. The data in Tables Al-A5 are also sufficient to describe the study vehicles when towed.
- 2. Tractive force-speed relations determined from test data conducted at Aberdeen Proving Ground (APG) were used for all of the vehicles except the IFV/CFV and GSRS. The tractive force-speed relations for the IFV/CFV were obtained from General Electric and for the GSRS were obtained from TARADCOM.
- 3. Ride dynamics data for the M109Al, M110E2, M107, and M113Al, were obtained from WES test data. The M578 has a suspension and, therefore, was assigned the same ride data. Ride dynamics data for the IFV/CFV were obtained by WES using suspension data and the AMM Dynamic Submodel. Ride dynamics data for the GSRS were obtained by TARADCOM using suspension data and the AMM for use in another study. The M88 has a similar suspension to that of the M60Al and, therefore, was assigned measured ride dynamics data for the M60Al.

Terrain Data

4. A detailed description of the procedures used to describe the HIMO West Germany and Mid-East study areas for use with the AMM is given in the HIMO study. The terrain and road factors required for the (AMC-74X) SWIMCRIT/WACROSS water-crossing prediction models are given in Table A6 to show the content of the data required for these models.

Table Al Vehicle Characteristics Used in Army Mobility Model (AMS)

	-1										
Second Column Col	1		Dimen-	MS78 Light Recovery Vehicle	Personnel Carrier (APC)	N109Al, 155mm Self-propelled Howitzer	Self-propelled Howitzer	Self-propelled	Recovery Vehicle	Infantry or Cavalry Fighting Vehicle	Support Rocket
Tablita and I free			-								
The control of the			1	0			•		0	0	0
The control of the		Gross vehicle weight	100	54,000	23,400	53,060	62,100	62,100	112.000	47.000	\$2,000
1,		flexibile and 1	1	0	0	0	0	0	0	0	0
we define the control of the control		girderised									
weet the control of t		Tire ply rating	. 2			D.T. W	N. 1.0	0.1	2.0	1.0	
wetch that the control of the contro		Gross rated horsepower	php	425	205	111	101	136	980		150
weather the content of the content o		Number of tracks or tires	1	~	8	~	8	2	2	200	2
wetting the state of the content of		Number of axles	1	*	*	4	NA.	*	*	1	1
west setting in the content of the c		Vehicle width	to.	124	105.8	129	124	124	135	126	126.5
Marketing Mark		Venicle length	in.	234	192	240.5	250	264.5	325.5	245	251.6
Construction Cons		ITECH VIGEN OF DOMINEL LIFE VIGEN	i i	97	15.0	15.0	18.0	18.0	28.0	22.0	27.0
A comparison of the content of the		Becommend that presents (process regular	9 1	9 ;	12.0	12.0	10.0	16.0	13.0	12.0	12.0
or chains of the content of the cont		Area of one-track shoe (tracked) or number	at the	80.		8	801	0 801		4:	
or chains of chains and chains an		of wheels (wheeled) (duals as one)	10	100	2	2	907	100.0	199	126	139
A containent, the center in. M.		Number of bogies (tracked) or chain	:	30	10	14	30	30			10
A the center in the content of the c		indicator wheeled (0 = no chains;							1		
### the center in the bit with the bit with the bit with the bit with the center of in 17.5 15.0 17.7 15.0 17.7 15.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17		1 - chains)									
Second Companies Second Comp		_	in.	2	1	*	*	1	×	1	1
ac wheel dismates of in. 1972 1820 1777 640 1820 1820 1831 170 1832 1820 1832 1830 1832 1830 1833 1830 1832 1830 1833 1830 1832 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1833 1830 1830		of greatest wheel span			,	1					
d car wheel disasters in the car wheel car wheel car wheel in the car wheel car wheel car wheel in the car wheel car wheel in the car wheel c		Minimum vehicle ground clearance	in.	17.5	19.0	17.7	14.8	18.4	17.0	17.5	17.2
deg 155.0 190.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 155.0 15		vehicle's trailing adde)	Tu.	19.5	6.5	31.0	0.00	0.09	42.0	41.3	25.2
d or wheel disserter day 150 170 170 150 150 150 150 150 150 150 150 150 15		Vehicle departure angle	des	4	0 0	80.5	13 6	14.6			4
d or wheel diameter in 151.0 105.0 155.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 151.0 1		Vehicle approach angle	deg	75.0	10.0	75.0	0.00	. 8	63.0	2.00	13.0
Addition of the rear times and the state of		Length of track on ground or wheel diameter	fn.	151.0	109.0	159.0	151.0	151.0	183.0	157.0	173.5
### center of the center of th		Reight of vehicle pushbar, bumper or leading	tn.	45.0	30.0	45.0	43.0	39.0	10.04	42.0	17.5
Mark of the content		edge						•			
The constant of the content of the		center lines		146	105.0	136.0	148.0	148.0	180.0	154.0	170.5
### and the first specific spe		the	in.	78.3	000	0 40	2 83				
## center lines ## center lines ## ## ## ## ## ## ## ## ## ## ## ## ##		rheel o		200		2.2	6.30	76.1	7.26	8.9	103.0
and there is an		e d	fn.	22.8	24.0	31.9	30.3	28.7	30.1	4.8	35.3
### ### ### ### ### ### ### ### ### ##		001		i							
18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5		scent	In.	NA.	4	*	NA.	M	¥	N.	NA NA
(iddae or sprooter) 1.0.5 12.3 12.3 18.5 12.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5		å	In.	28.5	0 00	3 6	38.6				
radius of the rear in. 18.5 12.3 12.3 18.5 18.5 18.0 18.0 cm refer thickness in. 18.5 12.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18		7				(1)	70.7	10.3	33.0	61.3	0.12
rack thickness in. 18.5 14.5 14.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18			In.	18.5	12.3	12.3	18.5	18.5	15.0	13.0	13.3
### (faces 10.6 9.6 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5		rack	fn.	9					;		
of to determine applies that the state of th		tir	fb.	10.6	9.8	9.6	10.6	10.6	12.5	10.5	10.8
### Spice attend and the spice of the spice		9								-	
Second column				7 7		5					
et embliche derwilope 1 be 32-400 14-040 31,896 37,260 37,260 67,200 26 for seat time for extended time 1 h. 14.0 32.5 76.0 74.0 74.0 90.0 7 et em withstand kips 108 55 106 124.2 124.2 224 14.0 90.0 15.1 15.7 15.7 13.0 13.7 17.5 17.5 18.0 17.5 18.0 17.5 17.5 18.0 17.5 18.0 17.5 18.0 18.0 18.0 17.5 17.5 18.0 18.0 18.0 18.0 18.0 18.0 18.0 18.0			i	9.0	7.07	62.0	43.0	39.0	0.04	42.0	41.5
The can withdraw of the control of		Maximum braking force the vehicle develops	· Ibe	32,400	14,040	31,836	37,260	37,260	67,200	28,200	31,200
### ### ### ### ### ### ### ### ### ##				*	*	¥	*	4	*	M.	Z.
r can withstand kips 108 55 106 124.2 124.2 224 Per ton withstand hybron 17,5 17,5 18,0 18,1 18,1 18,1 18,1 18,1 18,1 18,1		Distance vehicle spans before significant	ij.	74.0	52.5	78.0	74.0	74.0	0.06	77.0	85.2
weakled weight		Maximum force the mighter can of that and	1		,	3		•			
per ton 15.7 17.5 13.0 13.7 17.5 16.50 15.7 13.0 13.7 17.5 17.5 15.7 13.0 13.7 17.5 17.5 15.7 13.0 13.7 17.5 17.5 15.7 13.0 13.7 17.5 17.5 15.7 13.0 13.7 17.5 17.5 15.7 13.0 13.7 17.5 17.5 15.7 13.0 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 17.5 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 17.5 15.7 13.7 13.7 13.7 13.7 13.7 13.7 13.7 13		Maximum axle load/gross vehicle veight	1	MA TOO	22	8 18	124.2	124.2	224		100
nog contine, 1 = manual		Vehicle rated horsepower per ton	hp/ton	15.7	17.5	15.7	13.0	13.7	17.5		17.3
nog		Transmission type (U = sutometic, 1 = menual	1	0	0	0.	0	0	0		0
Alcles (descending order)		Final drive gear efficiency		5.35	9.93	8.6	5.35	5.35	63		4.95
Micle speed (suph)		Number of gear ratios	1	2	3	2.7	4.5	26.0	8.5		3.32
Athlese (descending order)		Transmission efficiency	1	0.90	0.95	0.95	0.95	06.0	06.0		0.95
relation (mph) - relation (mph) - relations and (mph - auritee		Gear ratios for study vehicles (descending order) Tractive force (1bs) - vehicle speed (unh)	11	-				- Table A2		1	1
coeleration (mph)		relations		1				- Table A3			1
deficiency author		ceel		+		-		. Table At			1
us. elev. in.)		od (mph) -	1								
(111)		is, elev, 1						- Table A5			1

Table A2 Gear Ratios for Study Vehicles

Vehicles		Gear Ratios for Vehicles	or Vehicles	
M578 Light Recovery Vehicle	4.69	3.18	1.59	0.79
Mll3 Armored Personnel Carrier (APC)	3.81	1.94	1.00	
M109A1, 155 mm, Self-Propelled Howitzer	4.69	3.18	1.58	0.79
M107, 175 mm, Self-Propelled Howitzer	4.69	3.18	1.59	0.79
M110E2, 8 in., Self-Propelled Howitzer	4.69	3.18	1.59	0.79
M88 Medium Recovery Vehicle	112.30	24.50	6.80	
IFV/CFV Infantry or Cavalry Fighting Vehicle	3.00	2.00	1.00	
GSRS Ground Support Rocket System	3.00	2.00	1.00	

Table A3
Tractive Force - Vehicle Speed Relations

et	Tractive		634	47,634	34,534	26,194	242	16,726	064	11,308	9,641	8,235	7,005	6,025	531	5,487	5,084	7,596	4,018	3,712	3,500	0								
GSRS Ground Support Rocket System		4	47,	47,	34,	56,	20,	16,	13,	1	6	8	7,	6	5,	5	5,	4	7	3,	3,									
Suppor	Vehicle	qdi	0	1.6	3.1	4.7	6.3	9.9	7.6	12.6	15.7	18.9	22.0	25.2	26.8	28.3	31.5	34.6	37.8	39.4	41.0	41.0								
IFV/CFV Infantry or Cavalry Fighting Vehicle	Tractive	1b	51,000	51,000	19,000	44,500	40,500	32,500	26,500	21,500	18,500	14,250	13,250	11,600	8,750	7,400	9,600	5,300	4,500	3,900	3,000	0								
IFV/CFV Infantry or Cavalry Fighting Vehicle	Vehicle	uph	0	0.8	1.0	1.5	2.0	3.0	7.0	5.0	0.9	7.0	8.0	10.0	15.0	18.0	20.0	25.0	30.0	35.0	0.04	0.04								
M88 Medium Recovery Vehicle	Tractive	1b	75,000	75,000	60,750	53,225	43,450	36,040	29,860	26,200	23,300	21,420	19,375	18,325	17,310	15,890	14,050	12,475	11,430	11,200	10,530	9,840	9,050	8,890	8,700	8,550	8,425	8,350	8,290	0
M88 Medium Recovery Vehi	Vehicle	udin	0	2.0	3.0	7.0	2.0	0.9	7.0	8.0	0.6	10.0	11.0	12.0	13.0	14.0	15.0	16.0	17.0	18.0	19.0	20.0	21.0	22.0	23.0	24.0	25.0	56.0	27.0	30.0
8 in., pelled	Tractive	116	044,94	16,340	41,840	31,840	23,480	23,400	22,520	16,965	16,170	15,090	13,030	11,650	9,755	7,660	7,590	7,110	5,825	5,030	3,800	3,790	3,550	2,910	0					
MILUEZ, 6 1n., Self-Propelled Howitzer	Vehicle	hqm	0	0.8	1.3	2.2	3.2	3.7	4.3	5.5	2.6	4.9	4.7	8.2	8.3	10.3	12.0	14.1	16.0	1.91	20.5	24.0	28.2	32.0	32.0					
ypelled	Tractive	116	044, 94	16,340	41,840	31,840	23,480	23,400	22,520	16,965	16,170	15,090	13,030	11,650	9,755	7,660	7,590	7,110	5,825	5,030	3,800	3,792	3,550	2,910	0					
M107, 175 mm, Self-Propelled Howitzer	Vehicle	uph	0	0.8	1.3	2.2	3.2	3.7	4.3	5.5	2.6	4.9	7.7	8.2	8.3	10.3	12.0	14.1	16.0	16.1	20.2	24.0	28.2	32.0	32.0					
MIO9Al, 155 mm, Self-Propelled Howitzer	Tractive	110	401,14	41,015	37,033	28,182	20,782	20,711	19,932	15,015	14,312	13,356	11,532	10,312	8,634	6,780	6,718	6,293	5,155	4,452	3,363	3,355	3,142	2,576	0					
MLO9Al, 155 mm Self-Propelled Howitzer	Vehicle	hdm	0	0.8	1.3	2.2	3.2	3.7	4.3	5.5	2.6	4.9	7.7	8.2	8.3	10.3	12.0	14.1	16.0	16.1	20.2	24.0	28.2	32.0	32.0					
mored onnel	Tractive	119	17,950	16,330	15,850	15,800	14,250	12,750	11,250	9,750	8,770	8,030	7,380	066.9	6,975	6,650	6,050	5,300	4,100	3,700	3,500	3,450	3,300	3,000	2,500	1,850	1,815	1,785	1,710	1,300
Milia Armored Personnel Carrier (APC	Vehicle	qdii	0	1.0	1.5	1.9	1.9	5.0	2.5	3.2	3.9	4.8	5.8	5.9	7.5	8.0	5.6	10.8	10.9	12.0	13.1	15.0	17.1	19.5	21.3	21.4	25.3	29.0	33.0	10 0
	Tractive	13	844,94	16,347	41,847	31,846	23,484	23,403	22,523	16,967	16,173	15,092	13,031	11,653	9,756	7,661	7,591	7,111	5,825	5,031	3,799	3,791	3,550	2,661	2,240	0				
M578 Light Recovery Vehicle	Vehicle	qdm	0	7.0	1.1	5.0	2.8	3.3	3.8	4.9	2.0	5.7	9.9	7.3	1.1	9.1	10.6	12.7	14.1	14.2	17.9	21.2	25.0	28.3	34.0	34.0				

Table A4

Vehicle Speed at 2.5-g Acceleration - Obstacle Height Relations

		A CLIM	-	MOON	166 mm	L 70 IM	75 mm	CHULL	R 4m			TRV / CEV Infantm	nfantry	GSRS Ground	Pomo
M578 1	Light	Pe	rsonnel	Self-Pro	pelled	Self-Propelled	pelled	Self-Propelled	pelled	M88 Medium	dium	or Cavalry	alry	Support Rocket	Rocket
Recovery	Vehicle	Carrier	(APC)	Howitzer	zer	Howitzer	zer	Howitzer	zer	Recovery Vehicle	Vehicle	Fighting Vehicle	Vehicle	System	me
	e Vehicle		Vehicle	Obstacle	Vehicle	Obstacle	Vehicle	Obstacle	Vehicle	Obstacle	Vehicle	Obstacle	Vehicle	Obstacle	Vehicle
Height	Speed	Height	Speed	Height	Speed	Height	Speed	Height	Speed	Height	Speed	Height	Speed	Height	Speed
	udu		udu	in.	udu	in.	udm	in.	udm	in.	udi	in.	udu	in.	udin
0	100.0	0	100.0	0	100.0	0	100.0	0	100.0	0	100.0	0	100.0	0	26.0
4.10	100.0	8.0	100.0	8.0	100.0	8.0	100.0	8.0	100.0	8.0	100.0	12.0	100.0	12.4	15.0
4.20	30.0	8.0	26.0	0.6	26.0	0.6	26.0	0.6	56.0	0.6	21.0	13.0	29.0	12.5	72.0
4.33	27.5	10.0	13.0	10.0	13.0	10.0	13.0	10.0	13.0	10.0	12.5	14.0	18.0	13.0	28.0
4.58	24.5	11.0	8.0	11.0	8.0	11.0	8.0	11.0	8.0	11.0	9.5	15.0	12.0	13.7	20.0
4.90	21.5	12.0	5.8	12.0	5.8	12.0	5.8	12.0	5.8	12.0	8.0	16.0	8.5	15.0	12.5
5.30	19.5	13.0	4.5	13.0	4.5	13.0	4.5	13.0	4.5	13.0	7.5	18.0	3.5	16.0	8.5
5.70	18.0	14.0	3.7	14.0	3.7	14.0	3.7	14.0	3.7	14.0	7.0	20.0	2.0	18.0	3.8
6.00	17.0	15.0	3.0	15.0	3.0	15.0	3.0	15.0	3.0	15.0	6.5	0.09	2.0	20.0	5.0
7.00	15.5	16.0	2.4	16.0	2.4	16.0	2.4	16.0	2.4	16.0	0.9			0.09	2.0
8.20	14.0	0.09	2.0	0.09	2.0	0.09	2.0	0.09	5.0	0.09	2.0				
9.40	13.0														
10.20	12.5														
12.00	11.0														
60.00	0														

puno	ocket		Speed	иdш	56.0	55.0	45.0	36.0	30.0	28.4	24.0	20.8	18.8	17.0	15.0	14.0	10.8	8.8						
GSRS Ground	Support Rocket System	Elevation	rms	in.	0	09.0	99.0	0.80	16.0	1.00	1.25	1.50	1.75	5.00	2.50	3.00	7.00	2.00						
fantry	ulry		Speed	иdш	100.0	100.0	100.0	39.0	34.0	27.0	23.0	20.5	18.5	17.0	16.0	15.1	14.2	13.7	13.0	12.4	11.11	10.0	9.5	0.6
IFV/CFV Infantr	or Cavalry Fighting Vehicl	Elevation	rms	in.	0	0.20	09.0	0.70	0.80	1.00	1.20	1.40	1.60	1.80	2.00	2.20	5.40	5.60	2.80	3.00	3.50	7.00	4.50	2.00
	lum Wehicle		Speed	udm	100.0	100.0	36.0	26.0	21.0	18.0	16.0	14.0	13.0	12.5	12.0	11.0	10.0	0.6	8.0	7.0				
	M88 Medium Recovery Vehicl	Elevation	rms	in.	0	1.00	1.20	1.40	1.60	1.80	2.00	2.20	2.40	5.60	2.80	3.00	3.50	7.00	4.50	2.00				
in.,	alled		Speed	udm	80.0	0.09	51.0	0.04	33.0	30.0	26.0	21.0	20.0	19.0	18.0	17.0	16.5	16.0	15.0	14.8	14.0	13.8	13.5	
M110E2, 8	Self-Propelled Howitzer	Elevation	rms	in.	0	0.33	0.50	0.72	0.00	1.00	1.15	1.30	1.41	1.50	1.60	1.75	1.80	5.00	2.25	2.50	2.75	3.00	8.00	
画,	elled		Speed	udm	80.0	0.09	51.0	40.0	33.0	30.0	56.0	21.0	20.0	19.0	18.0	17.0	16.5	16.0	15.0	14.8	14.0	13.8	13.5	
M107, 175 mm	Self-Propelled Howitzer	Elevation	rms	in.	0	0.33	0.50	0.72	0.90	1.00	1.15	1.30	1.41	1.50	1.60	1.75	1.80	2.00	2.25	2.50	2.75	3.00	8.00	
55 mm,	elled		Speed	udm	80.0	0.09	51.0	0.04	33.0	30.0	26.0	21.0	20.0	19.0	18.0	17.0	16.5	16.0	15.0	14.8	14.0	13.8	13.5	
M109A1, 1	Self-Prope	Elevation	rms	in.	0	0.33	0.50	0.72	0.90	1.00	1.15	1.30	1.41	1.50	1.60	1.75	1.80	2.00	2.25	2.50	2.75	3.00	8.00	
nored	APC)		Speed	иdш	100.0	100.0	35.5	27.0	23.0	20.0	17.5	15.5	14.0	13.0	12.0	11.8	11.2	10.9	10.4	9.5	8.9	8.5	8.0	
M113 Armored	Personnel Carrier (APC	Elevation	rms	fu.	0	0.40	09.0	0.80	1.00	1.20	1.40	1.60	1.80	5.00	2.20	5.40	5.60	2.80	3.00	3.50	7.00	4.50	2.00	
	ght Vehicle		Speed	udm H	100.0	100.0	30.0	27.5	24.5	21.5	19.5	18.0	17.0	15.5	14.0	13.0	12.5	0.11	0					
	M578 Light Recovery Vehicl	Elevation	rms	in.	0	4.10	4.20	4.33	4.58	4.90	5.30	5.70	00.9	7.00	8.20	07.6	10.20	12.00	00.09					

* Based on 6-watts absorbed power.

Table A6

Terrain Data Required for AMC-74X and SWIMCRIT

Water-crossing Prediction Models

Terrain or Road Factor	Range
Off-Road	
Surface material	
Type, USCS or other	NA .
Mass strength, CI or RCI	0 - >280
Slope, percent	0 - >70
Obstacle	
Approach angle, deg	90 - 270
Vertical magnitude, cm	0 - >85
Length, m	0 >150
Width, cm	0 - >1200
Spacing, m	0 - >60
Spacing, type	· NA
Surface roughness, rms elevations	0 - 10
Stem diameter, cm } (8 pairs)	0 - >25
cem spacing, m	0 - >1.00
isibility distance, m	0 - >50
Water depth, m	0 - >5
Water velocity, mps	0 - >3.5
Water width, m	0 - >70
Linear feature top width, m	0 - >70
Left approach angle, deg	90 - 270
Right approach angle, deg	90 - 270
Differential bank height or differential	
vertical magnitude, m	0 - >4
Low bank height or least vertical magnitude, m	0 - >6
On-Road	
Road type	
Surface material	NA
Type, USCS or other	NA NA
Surface strength	
Trails, CI or RCI	0 - >280
Other, traction coefficients	0.01 - >0.80
Slope, percent	0 - >70
Surface roughness, rms elevation	0 - >7.6
Curvature, deg	0 - 90
Roadside visibility distance (trails only), m	0 - >50

APPENDIX B: DETAILED MOBILITY PERFORMANCE DATA

- 1. Appendix B contains the speed profiles, the percent NOGO and reason for NOGO on trails and off-road, and the performance data crossing linear features (water crossings) for the study vehicles.
- 2. The speed profile data (paragraphs 20-22, main text) for the study vehicles over primary roads, secondary roads, trails, and off-road terrain for the dry, wet, and snow surface conditions for the West Germany study area are given in Tables B1-B18 and for the Mid-East study area are given in Tables B19-B36.

Table	Study Area	Speed Profile for Study Vehicle
Bl	West Germany	M578 Light Recovery Vehicle
B2	West Germany	Ml13Al Armored Personnel Carrier (APC)
B3	West Germany	M109A1, 155mm, Self-Propelled Howitzer
B4	West Germany	M107, 175mm, Self-Propelled Howitzer
B5	West Germany	Ml10E2, 8 in., Self-Propelled Howitzer
В6	West Germany	M88, Medium Recovery Vehicle
В7	West Germany	IFV/CFV Infantry or Cavalry Fighting
в8	Wash Comments	Vehicle
	West Germany	GSRS, Ground Support Rocket System
B9 B10	West Germany	M578 Towing M113A1
B10 B11	West Germany	M578 Towing M107
B12	West Germany	M578 Towing M109Al
	West Germany	M578 Towing MllOEl
B13 B14	West Germany	M578 Towing IFV/CFV
	West Germany	M578 Towing GSRS
B15	West Germany	M88 Towing M107
B16	West Germany	M88 Towing M110E2
B17	West Germany	M88 Towing IFV/CFV
B18	West Germany	M88 Towing GSRS
B19 B20	Mid-East	M578 Light Recovery Vehicle
	Mid-East	M113 Armored Personnel Carrier (APC)
B21 B22	Mid-East	M109A1, 155mm, Self-Propelled Howitzer
B23	Mid-East	M107, 175mm, Self-Propelled Howitzer
B24	Mid-East Mid-East	M110E2, 8 in, Self-Propelled Howitzer
	Mid-East	M88 Medium Recovery Vehicle
B25	MIQ-East	IFV/CFV Infantry or Cavalry Fighting Vehicle
B26	Mid-East	GSRS, Ground Support Rocket System
B27	Mid-East	M578 Towing Mll3Al
B28	Mid-East	M578 Towing M107
B29	Mid-East	M578 Towing M109A1
B30	Mid-East	M578 Towing M110E2

Table	Study Area	Speed Profile for Study Vehicle
B31	Mid-East	M78 Towing IFV/CFV
B32	Mid-East	M578 Towing GSRS
B33	Mid-East	M88 Towing M107
B34	Mid-East	M88 Towing M110E2
B35	Mid-East	M88 Towing IFV/CFV
в36	Mid-East	M88 Towing GSRS

- 3. The percent NOGO on trails and off-road (paragraph 23, main text) for the dry, wet, and snow conditions of the HIMO West Germany Study is given in Tables B37-B39. The percent NOGO on trails and off-road for the dry, wet, and sand conditions of the HIMO Mid-East study area is given in Tables B40-B42.
- 4. The performance data for the study vehicles crossing linear features (water crossings), (paragraphs 2^{1}_{4} and 2^{5}_{5} , main text), for the HIMO West Germany and Mid-East study area are given in Tables $B^{1}_{4}_{3}$ and $B^{1}_{4}_{4}_{5}$.

Table Bl Speed Profile for MST8, Light Recovery Vehicle for HIMD West Germany Study Area

10	TOTAL DISTANCE 34.0 34.0 34.0 34.0 34.1 32.0 34.0 34.0 33.1 32.0 32.0 32.0 20.7 20.7 20.0 20.0 20.7 20.7 20.0 20.0 20.7 20.0 20.0 20.7 20.0 20.0 20.7 20.0 20.0 20.7 20.0 20.0 20.7 20.0 20.0 20.7 20.0 20.0 20.7 20.0 20.0 20.0 20.0 20.0 20.0 20.0 20.0	**********	7AL DISTANCE
### ### ### ### ### ### ### ### ### ##	44205EV640 442 650046V420	X=0	PERCENT TOTAL DISTANCE NEEDS 13.8 38.8 28.4 25.4 25.4 25.4 25.4 25.4 25.4 25.4 25
M4.0 44.0 44.0 44.0 14.0 14.0 14.0 14.0 1	44W05EV240 44W	X X X X X X X X X X X X X X X X X X X	X=0 33.8 38.8 27.9 26.4 22.2 21.8 21.5 21.7 20.4 20.1 19.8 19.5 10.1 18.0 17.8 19.5 16.0 10.0 17.8 18.4 16.1 18.0 17.8 18.4 16.0 10.4 16.2 16.0 15.6 15.4 15.2 15.0 14.5 14.2 13.6 5.1 1.7 10.1 0151ANG
24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0	442000000000000000000000000000000000000	X 33.6 33.4 31.9 31.1 1 X 29.6 28.4 27.4 76.6 3 X 25.5 22.8 22.3 4 X 21.5 21.1 70.8 20.3 5 X 20.1 19.0 19.6 19.5 5 X 19.1 19.0 19.6 19.5 5 X 19.1 19.0 18.0 17.6 5 X 17.0 16.8 16.9 16.0 7 X 17.0 16.8 16.5 16.0 7 X 14.7 10.1 16.7 16.0 7 X 10.7 25.0 X 30.6 28.9 27.2 25.0	33.8 38.8 27.9 26.4 24.9 24.5 23.8 23.7 26.4 20.1 10.8 10.5 19.0 18.6 18.6 18.4 10.1 18.0 17.8 17.7 10.4 17.2 17.1 16.9 16.0 10.4 16.2 16.8 16.5 15.4 15.2 15.8 14.5 14.2 13.6 5.1 17.7 PERCENT TOTAL DISTANC
24.0 34.0 34.0 34.0 34.0 34.0 34.0 34.0 3	4 W C C V C 4 V C C C 4	1x 29.6 28.4 27.4 26.6 7x 23.6 23.2 22.8 22.4 7x 23.6 23.2 22.8 22.3 7x 23.6 23.1 29.9 19.6 19.5 7x 19.1 19.0 10.8 10.6 7x 10.3 18.1 18.0 17.8 7x 17.6 17.5 17.4 17.3 7x 17.6 17.5 17.4 17.3 7x 17.6 17.5 17.4 17.3 7x 18.7 28.9 27.2 25.9 7x 30.6 28.9 27.2 25.9	74.9 24.5 23.8 23.7 22.2 21.8 21.8 21.1 22.0 21.8 21.5 21.1 19.0 18.0 18.6 18.4 10.1 18.0 17.8 17.7 10.6 10.4 17.2 17.1 16.9 15.6 15.4 15.2 15.0 14.5 14.2 13.6 5.1 17.7 4.2 13.6 5.1 17.7 4.2 13.6 5.1 17.7 4.2 13.6 5.1
24.0 34.0 34.0 34.0 34.0 34.0 34.0 34.0 3	WUEEVAAV 844W	7x 25.5 25.1 24.6 74.7 7x 23.6 23.2 22.8 22.3 5x 21.1 20.8 19.5 5x 19.1 19.9 19.6 19.5 7x 19.1 19.9 19.6 19.5 7x 19.1 19.9 19.6 19.5 7x 17.6 17.5 17.4 17.3 7x 17.6 17.5 16.8 16.9 16.8 7x 14.7 10.1 10.5 16.8 X=0.5 28.9 27.2 25.9	20.2 21.8 21.5 21.1 20.4 20.1 10.8 10.5 10.0 10.8 10.5 10.1 10.0 17.0 17.7 10.4 17.2 15.0 15.6 15.4 15.2 15.0 14.5 14.2 13.6 5.1 1.7 10.1 01.5TANG
14.0 34.0 34.0 34.0 34.0 34.0 34.0 34.0 3	VEEV 44 44 44 44 44 44 44 44 44 44 44 44 44	7x 23.6 23.2 22.8 22.3 4x 21.5 21.5 21.1 20.8 20.5 5x 20.1 19.0 19.6 19.5 5x 19.1 19.0 19.6 19.5 5x 19.1 19.0 19.6 19.6 5x 17.6 17.5 17.4 17.3 18.1 14.7 17.3 18.8 18.8 18.8 14.7 14.7 17.8 18.8 18.8 18.8 14.7 17.8 18.8 18.8 18.8 18.8 18.8 18.8 18	20.4 20.1 19.8 19.5 19.0 18.8 18.6 18.4 17.4 17.2 17.1 16.9 16.6 10.4 16.2 17.1 16.9 15.6 15.4 15.2 15.8 15.5 14.2 13.6 5.1 1.7 1.2 17.1 17.8 17.8 17.8 17.8 17.8 17.8 17.8
24.0 34.0 33.9 33.0 33.0 34.0 34.0 34.0 34.0 34.0 34.0	407484 664	4x 21.5 21.1 20.8 20.5 5x 20.1 19.9 19.6 19.5 5x 19.1 19.0 18.8 18.6 5x 17.6 17.5 17.4 17.3 5x 17.6 17.5 17.4 17.3 5x 17.6 16.8 16.5 16.8 5x 17.6 26.9 27.2 25.9	19.0 18.6 18.6 18.4 18.4 18.4 18.4 18.4 17.7 17.1 17.9 17.7 17.0 17.8 17.7 17.8 17.7 18.8 18.6 18.8 18.8 18.8 18.8 18.8 18.8
22.6 32.2 33.6 33.8 55.8 33.8 55.8 33.8 55.8 33.6 33.8 55.8 33.8 55.8 33.8 55.8 33.8 55.8 33.8 55.8 33.8 55.8 33.8 55.8 33.8 55.8 33.8 55.8 33.8 55.8 33.8 55.8 33.8 33	EV.44 444	5x 20.1 19.9 19.6 19.5 5x 19.1 19.0 19.6 19.5 5x 17.0 13.8 11.9 17.3 5x 17.0 16.8 16.5 16.8 FERCENT TOTAL DISTANC X=0.5 2.5 4 6 x 30.6 28.9 27.2 25.9	10.1 18.0 17.8 17.7 17.0 17.0 17.7 17.0 17.0 17.0 17.0
22.6 32.2 31.9 31.6 31.3 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	V4.0 6-4	5x 19.1 19.6 18.8 18.6 5x 19.3 18.1 18.0 17.0 5x 17.0 16.8 16.5 16.0 5x 17.0 16.8 16.5 16.0 5x 14.7 5x 25.0 5x 38.6 28.9 27.2 25.9 5x 38.6 28.9 27.2 25.9	17.4 17.2 17.1 16.9 16.6 16.4 16.2 16.8 15.6 15.4 15.2 15.8 14.5 14.2 13.6 5.1 1.7 4.2 13.6 5.1 XEB XEB XEB XEB XEB XEB XEB XEB XEB XEB
29-6 29-5 29-1 28-7 29-1 29-7 29-9 29-6 29-9 29-1 28-7 29-1 29-1 29-1 29-1 29-1 29-1 29-1 29-1	4.4	7x 16.3 18.1 18.0 17.8 8x 17.6 17.5 17.4 17.3 8x 17.6 10.8 16.5 16.0 8x 14.7 FERCENT TOTAL DISTANC X 38.6 28.9 27.2 25.9	16.0 16.4 16.2 16.8 15.0 15.0 15.0 15.0 15.0 15.0 15.0 15.0
29.8 29.5 29.1 28.7 28.1 29.4 29.4 29.4 29.6 27.1 26.7 29.4 29.4 10.7 20.2 29.4 10.7 20.2 29.4 10.7 20.2 29.4 10.7 20.2 29.4 10.7 20.2 29.4 10.7 20.2 29.4 10.7 20.2 29.4 10.7 20.2 29.4 10.7 20.2 29.4 20.4 20.2 29.4 20.4 20.2 29.4 20.4 20.2 29.4 20.4 20.2 20.4 20.4 20.2 20.4 20.4 20		3X 17.6 17.5 17.4 17.3 3X 17.0 16.8 16.5 16.0 BK 14.7 PERCENT TOTAL DISTANC X=0.0 28.9 27.2 25.9	15.6 15.4 15.2 15.0 14.5 14.2 13.6 5.1 1.7 PERCENT TOTAL DISTANC
27.6 27.1 26.7 26.2 25.4 90 X 24.7 121 26.7 26.2 25.4 10 X 24.7 10 14. 0 151 20.0 15.0 15.0 15.0 15.0 15.0 15.0 15.0 1		PERCENT TOTAL DISTANCE X=0	14.5 14.2 13.6 5.1 1.7 PERCENT TOTAL DISTANC X=0 2 4 6
PERCENT TOTAL DISTANCE NES		PERCENT TOTAL DISTANC X=0 X 30.6 28.9 27.2 25.9	1.7 PERCENT TOTAL DISTANC
PERCENT TOTAL DISTANCE A M B M B M B M B M B M B M B M B M B M		PERCENT TOTAL DISTANC X=0 2 4 6 X 38.6 28.9 27.2 25.9	PERCENT TOTAL DISTANCE
PERCENT TOTAL DISTANCE A ME DA	ENT TOTAL DISTANCE 2 4 6 6 8 0 34.0 34.0 34.0 0 34.0 34.0 34.0 0 33.0 33.6 33.6	PERCENT TOTAL DISTANCE Xx0 2 4 6 8 X 38.6 28.9 27.2 25.9 25.2	PERCENT TOTAL DISTANCE
N	ENT TOTAL DISTANCE 2 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	X=0 2 4 6 8 X 38.6 28.9 27.2 25.9 25.2	PERCENT TOTAL DISTANCE
Man	34.0 34.0 34.0 34.0 34.0 34.0	28.9 27.2 25.9	9
MA. B MA. B WA. B	34.0 34.0 34.0 33.0	28.9 27.2 25.9	
	34.0 34.0 34.0	2007 2017 4007	
04.0 04.0 04.0 04.0 04.0 0XX 04.0 04.0 04.0 04.0 0XX 04.0 04.0 04.0 04.0 0XX 0XX 0XX 0XX 0XX 0XX 0XX 0XX 0XX 0X	33.9 33.8 33.6	21.0 21.4 21.4	5.62 5.12 5.33
04.0 04.0 04.0 04.0 04.0 04.0 04.0 04.0		22.4 22.2 22 0 21 7	11.0 10.0 10.0
44.8 44.8 44.9 44.8 44.7 4X. 43.4 43.4 43.8 44.7 43.6 43.8 43.6 43.6 43.1 43.1 43.1 43.8 43.1 43.8 43.1 43.8 43.1 43.8 43.8 43.8 43.1 43.8 43.8 43.8 43.8 43.8 43.8 43.8 43.8	33.0 32.8 32.7	21.3 21.0 20.7 20 1	17.0 16.8 16.6
33.6 33.8 33.8 32.9 32.6 5X 32.3 31.9 31.6 31.3 31.1 6X 38.8 38.6 38.4 30.1 29.8 7X	31.4 31.0 30.6	19.8 10.4 10.1	16.2 10.0 13.1 13.0
31.9 31.6 31.3 31.1. 6x 38.6 38.4 38.1 29.8 7x	29.5 29.2 28.9	18.7 18.5 18.4 18.2	14 3 14 2 14 1
38.6 30.4 30.1 29.8	28.2 28.0 27.7	17.8 17.7 17.5 17.4	13.0 13.8 13.7 13.4
	27.0 26.7 26.3	7x 17.2 17.1 17.0 16.9 16.8	72 13.4 13.3 13.1 13.8 19.0
28.9 28.4 27.9 27.3 8x	25.2 24.8 24.4	16.7 16.6 16.5 16.3	12.7 12.6 12.5 12.3
26.7 26.1 25.6 25.0 24.2 9x	23.0 22.6 22.1	16.0 15.9 15.6	9 11.6 11.1 4.5
	1		1.6
	Snow Co	Snow Condition	
PERCENT TOTAL DISTANCE PERCEN	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
X=0 2 4 6 8	. , ,		
34.8 34.8 34.8 34.8	14.0 14	14 6 11 6 11 1 10 8	
34.8 34.8 34.8 34.9	34 0 34 0 34	34.8 33.9 33.3 32.5	31.0 24.0 28.8
34.0 34.0 34.0	34.0 34.0	13 31.2 30.4 29.7 28.9 28.1	
34.0 34.0 34.0 34.0 34.0	44 0 44	61.03 20.1 20.1 20.03	6114 611.9 70.5
34.0 34.0 34.0 34.0	44 4 44 4 49 9	24.0 24.3 23.8 23.3	19.7 19.4 19.1
34.6 33.0 33.8 33.6 31.8	4. 20 1.00 1.00	22.3 21.9 21.5 21.2	18.3 18.1 17.8 17.6
31.2 31.0 12.0 12.7 12.4	31.6 31.7 31.1	20.7 20.4 20.2 20.0	17.2 17.0 16.8 16.6
10 4 10 1 10 0 11 1 10 1	30.2 29.9 79.6	19.6 19.5 19.3 19.1	16.3 16.1 16.0 15.9
20 7 10 4 50 E 51 5 51 5	28.2 21.8 21.2	18.7 18.5 18.4	15.6 15.4 15.2 15.1 1
24 4 24 7 24 5 25 5 25 5 25 5 25 5 25 5	25.6 24.9 24.3	17.9 17.8 17.7 17.6	14.5 14.3 14.1
20 2 2 2 2001 (001 (202) (4.0)	9 22.2 21.6 20.9 20.0	17.3 17.1 16.8	13.6 13.2 12.7 4.7
	2	10x 14.9	

Control of the second

Table B2 Speed Profile for Mil3Al, Armored Personnel Carrier (APC) for HIMD West Germany Study Area

Percent Total Mixiands	Primary Roads	Secondary Roads	Trails	Off Road
FREENT TOTAL BITCHING. FREENT		Dry Co		
	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
### 19 1 1 1 1 1 1 1 1 1		2 4 6	9 , 2	X=6 2 4 6
### 15 15 15 15 15 15 15 1		42.0 42.0 42.0	27.0 27.0 26.7 26.8	41.8 36.4 33.8 32.7
### ### #### #########################	0.54 0.54 0.54	42.0 42.0 41.9	24.9 24.6 24.3 24.8	31,1 30.6 38.1 29.4
	12 9 42 9 42 9	40.4 40.0 39.6	23.5 23.3 22.8	28.1 27.6 27.2 26.8
### 12 12 12 12 12 12 12 1	42. 4.2. 42.0	39.0 38.8 38.6 18.3	21.9 21.6 21.3 21.0	26.0 25.6 25.2 24.8
FREENT TOTAL DISTANCE PRECENT	45.0 45.0 45.0	37.7 37.4 37.1 36.8	24.1 19.6 19.2 18.8	23.9 23.5 23.1 22.8
FREENT TOTAL DISTANCE FRECHT TOTAL DISTANCE	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	36.3 36.0 35.7 35.4	18.1 17.9 17.6 17.4	22.1 21.8 21.6 21.3
PERCENT TOTAL DISTANCE PERCEN	41.0 41.0 41.0	34.9 34.6 34.4 34.2	17.0 16.8 16.7 16.5	20.8 20.6 20.3 20.0
Free Total Distance	200 4000 7000 0000	33.5 33.1 32.7 32.3	16.3 16.1 15.9 15.7	19.4 19.1 18.8 18.5
PERCENT TOTAL DISTANCE PERCEN	34.8 38.8 38.4 38.4	31.4 30.0 30.3 29.7	15.4 15.2 15.1 15.0	17.8 17.4 17.8 16.6
The Condition Percent Total Distance Percent Dista	26.6 20.8 27.3 34.5	28.4 27.7 27.1 26.4	14.7 14.6 14.4 14.0	15.4 14.5 5.2 2.5
Value Condition Percent Total Distance Percent Distance Percent	28.2	24.6		
FREENT TOTAL DISTANCE PERCENT		Wet Co	ndition	
THE FIRE FORE DITABLE FRECHT TOTAL DISTABLE FRECHT TOTA			3000 2000 2000 2000000	DEBCENT TATAL MISTANCE
### 2 4 6 6 8	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL BISTANCE
### ### ### ### ### ### ### ### ### ##		110 2 4 6 8		~
	43 6 43 6 43 6	42 4 42 8 42.0 42.0	27.8 26.5 25.5 24.9	28.4 27.2 26.2
42.8 42.8 42.8 42.8 42.8 42.8 42.8 42.8	4 6 4 6 7 6 7 6 7 7 6 7 7 7 7 7 7 7 7 7	42 8 42 0 42 0 41 8	24.2 24.0 23.7 23.5	24.7 24.3 23.8 23.4
42.8 42.8 42.8 42.8 42.8 42.8 42.8 42.8	42 6 42.0 42.0	41.0 40.4 39.9 39.6	23.0 22.6 22.5 22.1	22.5 22.0 21.6 21.1
48.3 9.6 9.6 42.6 42.6 42.0 43.3 37.6 37.3 37.6 37.3 35.4 48.19.6 19.2 18.6 18.4 18.1 48.18.6 18.6 18.6 18.6 18.6 18.6 18.6 18.	42.0 42.0 42.0	39.0 38.7 38.5 38.3	21.3 21.n 20.8 20.5	20.4 20.0 19.7 19.4
48.3 36.4 35.6 35.6 35.6 35.7 35.2 37.0 35.2 37.0 37.0 37.0 37.1 36.9 58.17.8 17.2 16.9 17.2 15.3 17.3 16.9 58.17.8 17.2 16.0 15.8 17.0 17.2 16.0 15.8 17.0 16.9 16.3 16.2 78.3 35.3 37.2 37.3 37.3 37.3 57.3 37.3 57.3 37.3 57.3 37.3 57.3 37.3 57.3 5	42.6 42.6 42.6	37.6 37.3 37.0 36.7	19.6 19.2 18.8 18.4	18.8 18.6 18.4 18.2
## 39-9 39-3 39-8	41.9 41.7 41.5 41.0	36.1 35.8 35.5 35.2	17.8 17.6 17.3 17.1	17.8 17.6 17.4 17.2
38.6 38.4 37.9 37.4 36.7 7x 33.2 37.7 37.3 31.8 31.3 7x 16.1 15.9 12.7 13.9 13.4 7x 16.1 15.0 15.3 38.6 38.6 38.6 38.7 7x 16.1 15.9 13.4 14.7 7x 16.1 15.3 13.9 13.4 7x 16.1 15.3 14.9 13.4 14.7 7x 16.1 15.3 13.9 13.4 7x 16.1 15.3 14.9 13.4 14.7 7x 16.1 15.3 13.9 13.4 7x 16.1 15.3 14.9 13.4 14.7 7x 16.1 15.3 13.9 13.4 14.7 7x 16.1 15.3 14.9 13.4 13.4 13.4 13.4 13.4 13.4 13.4 13.4	48.3 39.9 39.6 39.3	34.7 34.5 34.2 33.9	16.8 16.6 16.5 16.3	16.9 16.7 16.6 16.4
55.9 35.8 34.2 33.3 32.3 BX 38.9 38.3 29.6 29.0 28.2 25.1 14.9 14.8 14.7 BX 13.9 13.4 BX 13.9 BX 13.9 BX 13.4 BX 13.9 BX 13.4 BX 13.9 B	38.6 36.4 37.9 37.4	33.2 32.7 37.3 31.8	16.1 15.9 15.7 15.6	16.0 15.8 15.6 15.3
11.3 38.4 29.6 28.7 27.6 9x 27.5 26.8 26.1 25.4 24.4 24.4 14.0 14.5 14.5 13.9 13.4 14.5 13.5 13.5 13.5 13.5 14.5 13.5 13.5 13.5 13.5 13.5 13.5 13.5 13	35.9 35.6 34.2 33.3	38.9 30.3 29.6 29.8	15.2 15.1 14.9 14.8	14.6 14.0 14.5
Show Condition FERCENT TOTAL DISTANCE FERCENT TOTAL	31.3 30.4 29.6 78.7	27.5 26.8 26.1 25.4	14.6 14.5 14.3 13.9	13.1 17.3 4.9
FERCENT TOTAL DISTANCE FERCEN				:
PERCENT TOTAL DISTANCE PERCEN		Snow C	Condition	
X = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 K = 0 <th< td=""><td>PERCENT TOTAL DISTANCE</td><td></td><td></td><td>PERCENT TOTAL DISTANCE</td></th<>	PERCENT TOTAL DISTANCE			PERCENT TOTAL DISTANCE
42.0 42.0 42.0 42.0 42.0 1	•	, ,	2	2 . 6
1	42 6 42 6 42 6	1.01 1 01 1 01	27.0 27.0 26.4	41.8 34.6 37.8 38.5
42.0 42.0 42.0 42.0 42.0 42.0 42.0 42.0	20 0 20 0 20 0 20	1 10 1 10 1 10 1	24.7 24.5 24.3	28.8 28.2 27.7 27.2
42.0 42.0 42.0 42.0 42.0 42.0 42.0 42.0	42.0 42.0 42.0 42.0	30.7 38.0 38.4 38.3	23.9 23.7 23.6 23.1	26.4 26.8 25.6 25.1
42.8 42.8 42.8 42.8 42.8 42.8 42.8 42.8	42 6 42 6 42 6 42 6	17 0 17 8 17 6 17.5	22.1 21.4 21.5 21.2	24.2 23.7 23.2 22.8
5x 36.3 36.3 36.3 36.3 36.3 36.3 36.3 36.	42 0 42 0 42 0 42 0	17 4 47 2 47 1 16.0	20.2 19.7 19.3 18.9	27.0 21.6 21.2 28.8
41.6 41.7 41.4 41.2 6x 134.1 34.5 34.1 33.6 6x 17.1 16.9 16.5 16.5 16.5 17.2 18.5 17.4 18.2 18.8 14.8 41.6 41.6 41.6 41.6 41.6 41.6 41.6 41.6	42 0 42 0 41 9	34.3 34.1 35.8 35.6	14.2 17.9 17.7 17.5	20.1 19.8 19.5 19.2
41.8 40.5 39.8 39.2 38.3 31.8 31.8 31.8 31.8 31.8 31.8 31.8	41 4 41 F 44 4 41 A	15 1 14 8 14 5 14.1	17.1 16.9 16.7 16.6	18.7 18.4 18.2 18.0
37.3 36.2 35.2 34.1 33.8 4x 29.6 28.8 77.9 77.8 26.1 5.6 9x 15.9 14.7 14.6 14.4 14.1 13.6 9x 15.3 14.9 6x 15.3 14.9 6x 15.3 13.5 13.1 4.5 14.4 14.1 13.6 9x 13.3 13.1 4.5 24.3 23.6 72.7 21.6 9x 13.1 14.5 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 13.6 14.4 14.1 14.1 14.1 14.1 14.1 14.1 14	41.0 40.5 30.8 30.2	11. 0 32.5 31. 8 31. 1	16.3 16.2 16.0 15.8	17.4 17.2 16.9 16.6
31.8 38.8 29.9 29.8 27.8 9x 25.2 24.3 23.6 72.7 21.6 9x 13.1 14.6 14.4 14.1 13.6 9x 13.9 13.1 4.5 2.4	37.3 36.2 35.2 34.1	29.6 2H.H 27.9 27.0	15,4 15,3 15,1 15.6	16.0 15.6 15.3 14.9
X00	31. A 38. A 29.9 29.8	25.2 24.3 23.6 22.7	14.7 14.6 14.4 14.1	13.9 13.1 4.5 2.4
	24.6	20.4	13.1	

Table B3
Speed Profile for M109Al, 155mm, Self-Propelled Howitzer.

Parcent Total Mistaria Parcent Total Mista	encour France	Secondary Money	AI BILD	Off Road
PREFET TOTAL DISTANCE		Dry Con	lition	
10 10 10 10 10 10 10 10	PERCENT TOTAL DISTANCE	PERCFUT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PLACENT TOTAL DISTANCE
10 10 10 10 10 10 10 10	, ,	* * *	2 . 6	
12 12 12 12 12 12 12 12	32.0 32.0 32.0 32.0	32.0 32.0 32.0 32.0	31.8 31.6 30.8 38.5	31.4 30.3 27.9 26.5
12-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11 32-11	32.0 32.0 32.0 32.0	32.0 32.0 32.0 32.0	29.3 24.2 27.4 26.7	25.3 25.4 24.7 24.5
12. 13. 13. 13. 13. 13. 13. 13. 13. 13. 13	32.0 32.0 32.0 32.0	32.0 32.0 32.0 32.0	25.4 25.4 24.9 24.5	24.11 23.8 23.5 23.2
32-8 32-8 32-8 32-8 32-8 32-8 32-9 32-9 32-9 32-9 32-8 32-8 32-8 32-8 32-8 32-9 32-9 32-9 32-9 32-9 32-9 32-9 32-9	32.11 32.0 32.0 32.0	31.8 31.5 51.2 30.9	23.8 23.4 23.0 22.5	72.6 22.3 22.0 21.7
11.9 31.9 31.8 31.8 31.8 31.8 31.8 32.8 28.4 28.4 28.7 28.0 19.8 19.7 19.5 55.1 19.8 31.8 31.8 31.8 31.8 31.8 31.8 31.8 31	32.0 32.0 32.0 32.0	30.2 29.9 29.6 29.3	21.6 21.3 21.0 20.7	21.0 20.7 20.4 20.1
11. 3 D. R. 10.5 20.7 20.7 20.7 0.7 10.4 10.2 10.7 10.7 10.5 10.2 10.8 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5	31.9 31.9 31.8 31.6	28.8 28.6 28.4 28.2	20.2 20.0 19.8 19.7	19.6 19.4 10.7 19.8
76.8 26.4 76.8 75.5 74.7 75.4 75.4 75.4 75.7 75.1 14.4 16.3 11.1 14.0 17.5 75.1 75.1 15.4 15.4 15.4 15.4 15.4 15.4 15.4 1	31.1 30.8 30.5 30.3	27.8 27.6 27.4 27.2	19.3 19.2 19.0 1H.R	18.5 18.3 18.0 17.7
24.8 24.8 27.8 27.8 27.8 27.8 27.9 22.9 27.9 27.9 27.9 27.9 17.1 17.4 17.5 17.4 11.5 1 10.7 16.1 15.4 11.5 1 10.7 16.1 15.4 11.5 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.4 11.5 17.5 17.4 11.5 17.4 11.5 17.5 17.4 11.5 17.5 17.4 11.5 17.5 17.4 17.5 17.5 17.5 17.5 17.5 17.5 17.5 17.5	29.8 29.6 29.5 29.3	26.8 26.6 26.3 26.8	18.4 18.3 18.1 18.0	17.2 16.8 16.5 16.2
26.8 26.4 26.8 25.5 24.8 19.2 24.3 27.9 22.5 21.8 19.1 16.1 16.1 16.1 16.1 16.4 19.1 16.1 16.4 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.0 11.5 11.5	28.8 28.5 28.2 27.8	25.4 25.1 24.8 24.4	17.7 17.6 17.5 17.4	15.4 15.1 14.7 14.4
PRECHT INTEL DISTANCE PERCENT TOTAL DISTANCE PERCENT	26.8 26.4 26.0 25.5	23.6 23.3 22.9 72.5	17.2 17.0 16.7 16.1	13.5 13.0 12.4 11.6
PERCENT INTAL DISTANCE NEW TOTAL DISTANCE PERCENT INTAL DISTANCE PERCENT IN	24.1	21.3	14.8	6.9
New York Total Distance Percent Total Di		Wet Con	ittion	
NEW TOTAL BY A NEW TO	PERCENT TOTAL DISTANCE	Charter Total Distance	Section Total Property	
NEW 32-0 32-0 32-0 32-0 32-0 32-0 32-0 32-0		PERCENT THINK HISTORICE	PERCENT TOTAL UISTANCE	PERCENT TOTAL DISTANCE
32.0 32.0 32.0 32.0 32.0 32.0 32.0 32.0	* * *	* *		
12.0 32.0 32.0 32.0 32.0 32.0 32.0 32.0 3	32.0 32.0 32.0 32.0	12 11 12 0 12 0 12 0	11 1 26.2 24.2 24.1	
32.0 32.0 32.0 32.0 32.0 32.0 32.0 31.0 31.0 31.0 31.0 31.0 31.0 31.0 31	32.0 32.0 32.0 32.0	12 0 12 0 12 0 12 0	24 4 24 0 24 5 24 0	30 1 10 0 10 10 10 10 10 10 10 10 10 10 1
32.0 32.0 32.0 32.0 32.0 37.0 37.0 31.3 31.0 31.7 31.4 31.0 31.0 31.0 31.0 31.0 31.0 31.0 31.0	32.0 32.0 32.0 12.0	12 0 12 0 12 0 11 9	22 2 24 0 24 6 24 3	7.4 17.1 18.0 18.7
32.0 32.0 32.0 31.9 4x 30.1 29.8 29.2 20.0 4x 19.3 19.1 17.9 18.9 18.9 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5	32.0 32.0 32.0 32.0	11 7 41 4 41 0 40 7	20 4 20 1 20 0 10 7	1, 2 1/ 3 1/ 10.8
31.0 31.0 31.0 31.1 5x 70.7 20.2 20.7 0 2.0 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.1 0 2.	32.0 32.0 32.0 32.0	1 20 8 20 5 20 2	10 4 10 4 10 0 10 0	10.01 10.1 15.0 15.7
30.8 30.6 30.3 30.1 20.8 6x 27.6 27.2 27.0 26.8 6x 17.6 17.5 17.4 17.2 17.1 6x 13.9 13.8 13.8 13.8 13.8 13.8 13.8 13.8 13.8	31.9 31.8 31.6 31.4	28.7 28.4 28.2 28.0	18 4 18 1 18 2 18 0	14 5 14 4 14 1
72.6 29.5 29.1 28.8 7 7 26.6 26.3 26.0 25.7 25.4 7 12.0 16.9 16.8 16.6 16.5 7 12.1 13.2 13.0 12.7 12.5 26.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 94.2 28.0 27.5 95.0 27.5 95.0 27.5 94.2 28.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.5 95.0 27.	30.8 30.6 50.3 30.1	27.6 27.4 27.2 27.8	17.6 17.5 17.4 17.2	14.0 13. R 13. F 13. P
PR.4 28.8 27.1 26.5 RX 25.6 27.2 27.2 27.2 27.3 21.4 21.5 RX 26.5 26.6 26.6 26.6 26.6 26.7 27.5 27.5 27.4 24.6 27.5 27.5 27.5 27.5 27.5 27.5 27.5 27.5	29.6 29.5 29.3 29.1	26.6 26.3 26.0 25.7	17.0 16.9 16.8 10.6	13.2 14.0 12.7 12.6
PROCENT TOTAL DISTANCE PROCENT TOTAL DISTANCE NEW 25.4 25.6 24.4 23.7 9x.5 21.8 21.8 21.8 11.5 10.1 19.5 10.1 14.3 14.9 14.3 14.9 14.3 14.9 14.3 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5 10.1 19.5	28.4 28.8 27.6 27.1	25.0 24.7 24.3 24.0	16.4 16.3 16.2 16.8	12 1 11 9 11 6 11 4
PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL DISTANCE NEW PERCENT TOTAL D	26.0 25.4 25.0 24.4	23.1 22.7 22.3 21.8	15.8 15.6 15.3 14.9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
PERCENT TOTAL DISTANCE N=0		20.5	13.8	4.1
PERCENT TOTAL DISTANCE PERCEN		Snow Co.	dition	
X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 <th< td=""><td>PLACENT TOTAL DISTANCE</td><td></td><td></td><td>PERCENT TOTAL DISTANCE</td></th<>	PLACENT TOTAL DISTANCE			PERCENT TOTAL DISTANCE
32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8		, ,	, , ,	
32.0 32.0 32.0 32.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 1	32.0 32.0 32.0 32.0	12 0 13 0 13 0	11 9 11 4 11 9	21 0 11 5 50 11
32.8 32.8 32.8 32.8 32.8 32.8 32.8 32.8	12.0. 12.0. 12.0. 12.0	32 6 42 6 32 6	0.16 9.16 9.16 9.16	31.9 31.5 74.7 78.8
32.0 32.0 32.0 32.0 32.0 32.0 32.0 32.0	20 11 20 0 20 0 20 0	37.8 37.8 37.8	34.0 64.1 28.9 74.2 77.	20.7 73.6 75.7 24.8
37.8 37.8 37.8 37.8 37.8 37.8 37.8 37.8	20.00 30.00 30.00 30.00	32.8 32.8 32.1 32.1	27.11 26.6 26.11 25.4	24.1 23.7 23.4 23.0
37.8 37.8 37.8 37.8 4x 31.9 31.8 51.5 51.2 51.6 51.8 51.8 51.9 57.9 57.9 4x 21.2 57.9 57.9 4x 21.9 51.8 51.8 51.8 51.8 51.8 51.8 51.8 51.8	37. 11 37. 11 37. 11 37. 11	32.0 32.0 32.0 12.0	24.5 24.2 23.8 23.3	22.2 21.7 21.3 21.0
37.8 37.8 31.6 31.8 31.6 5x 38.5 38.1 29.8 29.5 5x 29.6 28.4 28.2 28.9 11.8 31.6 38.8 31.6 38.2 38.8 31.6 31.8 31.8 31.6 31.8 31.8 31.8 31.8 31.8 31.8 31.8 31.8	32.0 32.0 32.8 42.8	31.9 31.8 31.5 11.2	72.3 21.4 21.5 21.2	24.3 20.0 19.6 19.2
31.3 31.1 38.9 38.8 38.6 6x 29.3 29.1 28.9 28.6 28.3 6x 19.7 19.5 10.4 10.1 18.9 6x 17.3 17.1 16.4 18.6 38.3 38.1 29.9 29.5 77.9 27.4 26.9 26.5 26.0 7x 18.8 18.6 18.4 18.3 18.1 77.5 15.4 15.1 15.7 15.4 15.1 29.1 28.6 28.1 27.5 26.9 8x 18.4 12.1 13.7 13.4 8x 18.0 17.9 17.8 17.6 17.5 17.5 9x 18.4 14.1 13.7 13.4 27.5 25.6 25.6 25.7 27.7 27.7 27.0 10.7 27.7 13.4 17.2 16.9 16.3 15.6 17.5 12.8 11.5 18.5 18.5 18.5 18.5 18.5 18.5 18	32.0 32.0 31.9 31.8	30.6 30.3 50.1 29.R	24.6 20.4 20.2 20.0	18.6 18.3 18.8 17.8
38.4 38.3 38.1 29.9 29.5 7x 7x 27.9 27.4 26.9 26.5 26.8 7x 18.8 18.6 18.4 18.3 18.1 7x 18.8 18.7 15.4 19.1 29.1 28.6 28.1 27.5 26.9 8x 25.6 25.8 27.7 29.1 28.6 28.1 27.5 26.9 8x 14.4 14.1 13.7 13.4 26.7 25.4 27.1 24.5 27.7 3.4 27.2 26.6 27.1 24.5 27.7 3.4 27.2 26.6 27.1 24.5 27.7 3.4 27.2 26.9 16.3 15.6 37.7 37.4 27.2 27.9 16.3 15.6 37.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.4 27.7 37.7 37.7 37.7 37.7 37.7 37.7 37.7	31.3 31.1 30.9 30.8	29.3 29.1 28.9 28.6	19.7 19.5 19.4 19.1	17.3 17.1 16.4 16.6
29-1 28-6 28-1 27-5 26-9 Rx 25-6 25-0 24-4 23-8 27-1 Rx 18-0 17-9 17-8 17-6 17-5 9 12-9 13-7 13-4 13-7 13-4 26-2 25-6 25-1 24-5 27-7 9x 14-2 12-9 11-3 10-5 27-9 10-x 17-9 10-x	30.4 30.3 30.1 29.0	27.9 27.4 26.9 26.5	18.8 18.6 18.4 1H.3	16.1 15.7 15.4 15.1
26.2 25.6 25.1 24.5 27.7 0x 22.4 21.8 21.2 20.6 19.7 0x 17.4 17.2 16.9 16.3 15.6 0x 12.5 12.0 11.5 10.5 22.9	29.1 28.6 28.1 27.5	25.6 25.8 24.4 23.H	18.0 17.9 17.8 17.6	14.4 14.1 13.7 13.4
101 15.0	26.7 25.4 25.1 24.5	22.4 21.8 21.2 20.6	17.4 17.2 16.9 16.3	12.5 12.4 11.5 14.5
	22.9	18.9	15.0	2.7

Table B4
Speed Profile for MDSL 175ms, Self-Propelled Howitzer
for HIMD West Germany Brade Appa.

	Dry Cor	Dry Condition	
PERCENT TOTAL DISTANCE	PIRCFET TOTAL DISTANCE	PLACENT TOTAL DISTANCE	PERCELL TOTAL DISTANCE
		x x x 2 0=x	x x 4 4 x
	10 61 10 61	X 31.8 31.6 30.8 30.5 30.2	x 31.8 29.4 27.2 26.8 25.4
32.0 37.0	12 0 12 0 13	28.0 27.2 26.6	24.7 24.5 24.3
32.0 32.0 32.0 32.0	1000	24.7 24.3	23.4 23.5 23.2 22.9
12.0 32.0 32.0 32.0	37.11 37.11 37.11	23.4 22.9 22.4	22.2 21.9 21.6 21.3
32.0 32.0 32.0	31.8 31.4 31.1 311.0	21.5 21.2 20.9 20.6	20.6 20.3 20.1 19.8
32.0 32.0 32.0	30.1 69.8 69.5 69.6	20 1 10 0 10 8	19.3 19.1 18.0 18.7
31.9 31.8 31.6	28.1 28.5 78.7 78.8	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	14.2 14.0 17.8 17.5
31.0 30.7 30.5 30.7	27.6 27.4 27.2	19.0 19.1	16.9 16.6 16.1 15.9
29.8 29.6 29.4 29.7	26.5 26.2 25.9 25.7	18.4 18.7 18.1 17.9	16 2 14 0 14 6 14 1
28.8 28.5 28.2 27.8	25.0 24.7 24.4 24.1	1/./ 1/.6 1/.5 1/.4	13 2 10 2 10 6 11 2
26.8 26.4 25.9 25.5	23.3 23.0	1/1 10.0 10.0 10.1	13.3 16.1 16.11
24.1	10x 21.0	14. 14. B	
	Wet Cor	Wet Condition	
	PLOCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
PERCENT TOTAL DISTANCE			
1 4 4 K	x y y 2 0=x		9
0 32.0 32.0	32.0 32.0	31.1 28.1 26.1 25.2	22.3 21.1 20.3
32.0 32.0 32.0 32.0	32.4 32.0 32.0 32.0	23.7 23.5 22.R	14.6 18.2 17.8
32. H 32. H 32. A 32. A	32.0 32.0 11.9	22.1 21.7 21.3 21.0	17.2 17.0 16.8 16.6
32.8 32.0 32.0 32.0	31.3 30.9 30.6	20.4 20.1 19.8	16.1 15.9 15.7 15.5
32.11 32.0 32.0 32.0	29.7 29.3	19.0 18.8 18.6	15.1 14.9 14.7
31.8 31.6 31.3	28.6 28.3 28.1 27.9	18.3 18.1 18.0	14.4 14.2 14.1 14.8
30.5 30.2 30.0	27.5 27.3 27.1 26.8	17.5 17.4 17.2 17.1	13.8 13.7 13.5 15.4
29.4 20.2 29.8	26.2 25.9 25.6 25.3	16.9 16.8 16.7 16.5	13.1 12.9 17.6 17.4
1 27.5	24.7 24.3 24.0 23.6	16.3 16.2 16.8 15.9 1	12.0 11.7 11.5 11.7
25.4 24.9 24.4			-
x 22.9	10x 20.3	14x 13.7	144 2.5
	Snow Co	Snow Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCFNT TOTAL DISTANCE	PFRCFNT TOTAL DISTANCE
	# * · · · · · · · · · · · · · · · · · ·	4 7 6	x x x x x x
	9 01 0 01 0 01		1 31.9 31.5 20.2 27.6 26.5
32.0 32.0 32.0 32.0	12 0 12 0 12 0	20 4 28 7	25.9 25.4 24.9
32.0 32.0 32.0	30.00 30.00 30.00	24 4 24 4 25 4 26	21. R 21. 5 21. 2 22. R
32.0 32.0 32.0 32.0	27 52.0 57.0 57.0 57.0 57.0		
32.0 32.0 32.0 32.0	11 8 11 6 11 4 11 1	22.1 21.7 21.4 21.1	19.4 19.1
32.0 32.0 32.0 32.0	10 4 10 1 20 0 20 6	20.6 20.3 20.1 20.0	14.7 17.9 17.4
32.0 32.0 31.9 31.8	29.1 24.9 24.7 24.4	19.6 19.5 19.5	17.2 16.9 16.7
31.3 31.8 38.8	27.7 27.2 26.8 26.3	18.7 14.5 18.4 18.2	15.0 15.6 15.3 15.0
SH.3 30.2 3H.H 79.8	25.4 24.9 24.2 23.7	17.4 17.7 17.6	13.0 13.6 13.3
29.11 24.5 28.0	22.3 21.7 21.1 20.5	17.4 17.2 16.9 16.3	0x 12.4 11.9 11.2 10.2 4.0
(3.0	18 0		111x 2.3

Table B5
Speed Profile for MiloE2, 8 in., Self-Propelled Howitzer for HIMO West Germany Study Area

Frimary Roads	Secondary Roads	Trails	UII ROBA
	Dry Cor	Dry Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
X 4 4 6 11 X	4 4	•	2
32.0 32.0 32.0	32.0 32.0 32.0	31.8 31.6 30.8 30.5	29.4 27.2 26.8
32.0 32.0	32.0 32.0 32.0	1x 29.0 28.0 27.2 26.6 26.0	25.0 24.7 24.5 24.3
32.0 32.0 12.0	32.0 32.0 32.0 31.9	25.6 25.2 24.7 24.3	23.8 23.5 23.2 22.9
32.0 32.0 32.0 32.0	31.8 31.4 51.1 30.8	23.6 23.3 27.9 22.4	21.9 21.6 21.3
32.0 32.0	38.1 29.8 29.5 29.2	21.5 21.7 20.9 20.6	20.6 20.3 20.1 10.8
31.9 31.8 31.6	28.7 24.5 28.2 28.0	24.1 19.9 19.8 19.6	19.3 19.1 18.9 18.7
31.0 30.7 30.5 30.2	27.6 27.4 27.2	19.2 19.1 18.9 18.7	18.2 18.0 17.7 17.5
29.8 29.6 29.4 29.7	26.5 26.2 25.9 25.7	18.4 14.2 18.1 17.9	16.9 16.6 16.3 15.9
28.8 2H.5 28.2 27.H	25.0 24.7 24.4 24.1	17.7 17.6 17.5 17.4	15.2 14.8 14.5 14.1
26.8 26.4 25.9 25.5	23.3 23.0 22.6 22.2	17.1 16.9 16.6 16.1	14.2 12.7 12.1 11.2
24.1	21.0	10x 14.8	10x 4.0
	Wet Cor	Wet Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
5 4 6	x=0 2 4 6 8	2 4	
32.0 32.0	32.0	51.1 28.1 26.1 25.2	22.3 21.1 20.3
32.0 32.0 32.0	32.0 32.0	23.7 23.3 22.8	18.4 18.2 17.8
32.0 32.0 32.0	32.0 32.0 32.0 41.9	22.1 21.7 21.3 21.9	17.2 17.1 16.4 16.6
32.0 32.0 32.0 32.0	31.6 31.3 30.9 10.6	20.1 19.8 19.6	16.1 15.0 15.7 15.5
32.0 32.0 32.0 32.0	39.0 29.7 29.3 29.1	19.1 19.0 18.8 18.6	15.1 14.9 14.7 14.6
31.9 31.8 31.6 31.3	28.6 28.3 28.1 27.9	18.3 18.1 18.9 17.8	14.4 14.2 14.1 14.0
30.8 30.5 50.7 30.8	27.5 27.3 27.1 26.8	17.5 17.4 17.2 17.1	13.7 13.5
29.6 29.4 29.2 29.8	25.9 25.6	16.8	13.4 12.4 12.6 12.4
28.4 28.0 27.5 27.1	24.7 24.3 24.0 23.6	16.3 16.2 16.0 15.9	11.9 11.7 11.5 11.2
25.9 25.4	22.8 27.4 22.0	15.6 15.5 15.2 14.8	18.6 18.3 9.9 9.3
10x 22.9	10x 20.3	10x 13.7	
	Snow Co	Snow Condition	
PERCENT TOTAL BISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
•	x	x 2 4 5 x x	x=0 2
32.0 32.0 32.0	32.0 32.0 32.0	11.9 31.6 11.0	9 31.5 29.7 27.6
32.0 32.0 32.0	32.0 32.0 32.0	10.5 29.5 28.7 2H.D	25.9 25.4 24.9 24.5
32.0 32.0 32.0 32.0	32.0 32.0 32.0 32.0	24.8 25. 9	23.8 24.5 24.7 22.8
32.0 32.0 32.0 32.0	12.0 32.0 32.0 32.0	24 4 24 1 21 4 24 1	21.9 21.5 21.1 20.8
32.0 32.0 32.0	42 41 X 31 A 31 A 31 1 30 8	22 1 21 7 21 4	AX 20.1 10.1 10.4 10.1 18
12 11 12 11 11 0 11 . R	40 4 30 4 30 6 30 4	200 100 100 100	18 6 14 9 17 9 17
41 4 41 m 48 A 40 7	20. 20. 20. 20. 20. 20. 20. 20. 20. 20.	n. n. 1 . n.	17 2 14 6 14 7 14 6
10 2 20 0 10 10 10 10 10 10 10 10 10 10 10 10	74.1 ZH.9 ZH.1 Zh.4	19.6 10.5 10.5 19.1	1.01 10.01
34.3 30.7 34.8 79.8	21.7 26.4 76.3	14.5 18.4 14.2	15.6 15.8 14.9
29.11 ZR.5 ZR.8 ZI.4 ZR	25.4 24.9 24.2 25.7	18.8 17.8 17.7 17.6	14.3 13.0 13.6 13.2
9x 26.1 25.6 25.0 24.4 25.6	22.3 21.7 21.1 20.5	17.4 17.2 16.9 16.3	12.4 11.R 11.1 10.3
		* ***	

Table B6
Speed Profile for M88, Medium Recovery Vehicle
for HIMO West Germany Study Area

	Dry Co	Dry Condition	
PERCENT TOTAL DISTANCE	PERSONAL PROPERTY OF STREET	PERCENT TOTAL DISTANCE	PERCENT TOTAL BISTANCE
1 6 4 6 8	2 4 6	*	4 2 0 xx
1 20	29.0 29.0 29.0	29.1 29.1 29.0 29.0	29.0 28.7 28.6 27.6
20.4 29.4 29.4	29.0 29.0 29.0 29.0	28.6 28.7 27.8	26.5 26.1 25.7 25.4
29.4 29.4 25.4	29.0 29.4 29.4 29.0	27.2 26.9 26.7 26.4	24.9 24.7 24.4 24.1
29.4 29.4 29.4 29.4	29.0 29.0 28.9	25.9 25.6 25.3 24.7	23.5 23.2 22.9 22.7
20 4 20 4 20 4 20.4	28.9 28.8 28.6 28.5	23.6 23.0 22.6 22.7	22.1 21.7 21.4 21.1
20 4 20 4 20 4 20 4	24.1 28.8 27.8 27.6	21.5 21.7 21.0 20.8	20.5 20.2 19.9 19.6
20 2 20 1 28 0	6x 27.3 27.2 27.0 26.8 26.7		6x 19.2 19.0 18.7 18.5 18.2
20 4 24 4 28 6 28 4	26.5 26.4 26.2 26.0	19.4 19.1 18.8 18.6	17.9 17.5 17.2 16.9
27 6 27 6 27 1	25.5 25.3 25.0 24.7	18.1 17.8 17.6 17.4	16.3 16.0 15.6 15.2
26 2 26 4 26 4 26 8	23.9 23.5 23.1 22.7	17.1 16.9 16.6 16.1	14.4 14.0 13.5 12.9
		14.8	
	Wet Co	Wet Condition	
		DECORPT TOTAL BISTANS	
PERCENT TOTAL DISTANCE	PERCENI TOTAL DISTANCE	PERCENTULAL DISTANCE	PERCENT THIAL HISTANGE
x + 2 + 6	X=0 2 4 6 8	7 2	X 4 6 8
X 29.4 29.4 29.4 29.4 29.4	29.0 29.0 29.0	27.4 27.4 27.7 27.1	27.4 24.4 23.7 22.6
29.4 29.4 29.4	29.0 29.0 29.0 29.0	26.7 26.5 26.2 25.9	21.8 21.5 21.2 20.9
29.4 29.4 29.4 29.4	29.0 29.0 29.0 29.0	25.1 24.8 24.5 24.2	20.3 20.0 19.7 19.5
29.4 29.4 29.4 29.4		23.7 23.5 23.1 22.7	18.9 18.6 18.3 18.1
29.4 29.4 29.4	28.8 28.7 28.5 28.4	21.8 21.4 21.1 20.8	17.6 17.4 17.2 17.0
29.4 29.3 29.3 29.3	28.1 27.9 27.7 27.5	20.3 20.1 10.9 19.7	16.7 16.5 16.4 16.2
29.0 28.9 28.8 28.7	27.2 27.0 26.9 26.7	19.3 19.2 19.0 18.9	15.9 15.7 15.5 15.3
28.5 28.4 28.3	26.4 26.7 26.0	18.2 18.0 17.7	14.9 14.7 14.5 14.3
27.7 27.3 26.9 26.5	24.9 24.6 24.2	2.	13.8 15.6 13.3
101 22 5	20.7	10.1 13.0	11.6 11.7
	Show C	Snow Condition	
PFRCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
8 4 4 6 BEX	X=0 2 4 6 H	x=0 2 4 5 8	2 4 6
0 30.0 30.0	30.0 30.0 29.9	30.0 29.8 29.7 29.6	-
30,0 30,0 30.0	20.9 29.0 29.9 29.9	29.5 29.3 29.2 28.8	27.6 27.2 26.9 26.5
30.0 30.0 30.0 30.0	29.9 29.9 29.9 29.8	28.2 24.1 27.8 27.6	25.8 25.4 24.9 24.4
30.0 30.0 30.0 30.0	29.8 29.8 29.8 29.7	27.2 26.9 26.5 25.9	23.5 23.1 27.6 72.2
38.0 30.0 29.9 29.9	29.6 29.6 29.6	23.4 23.0	21.4 21.0 20.6 20.3
29.9 29.9 29.8 29.8	20.4 20.3 20.1 29.0	22.2 21.9 21.6 21.3	19.4 19.1 18.7 18.4
79.7 29.7 29.7 29.7	28.7 28.5 28.3 28.1	20.8 20.6 20.5 20.3	17.7 17.5 17.2 16.9
29.6 29.6 29.5 79.3		19.8 19.5 19.2	16.1 15.8
28.1 27.6 27.1	25.6 25.0 24.4 23.8	18.1 17.9 17.7	15.0 14.7 14.4 14.0
25.8 25.3 24.8 24.2	22.5 21.9 21.3 20.6	17.3 17.2 16.9 16.3	13.3 12.4 12.4 11.9
		10x 14.9	10x 25

Table B7

Speed Profile for IFV/CFV Infantry or Cavalry Fighting Vehicle for HIMO West Germany Study Area

100 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200 200	Primary Roads	Secondary Roads	Trails	OLT ROBG
PRECENT TOTAL DISTANCE PRECENT TOTAL DISTANC				Present total
### ### ### ### ### ### ### ### ### ##	PERCFNT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	
### ### ### ### ### ### ### ### ### ##	•		4 4 2	4
### ### #### #### #### ###############	48.8 48.8 48.0	40.0 40.0 10.0	34.0 34.0 34.0 33.6	39.3 38.5 37.9
### ### ### ### ### ### ### ### ### ##	40.0 40.0 40.0 40.0	40.0 40.0 40.0 40.0	11.1 30.3 29.8 29.4	36.0 35.8 35.0 25.3
40. 40. 40. 40. 40. 40. 40. 40. 40. 40.	46.0 40.0 40.0 40.0	48.0 40.0 40.0 40.0	78.8 28.6 28.8 27.3	34.7 34.1 33.7 33.1
	40.0 40.0 40.0 40.0	48.8 48.8 48.8 19.0	26.1 25.7 25.3 24.8	31.0 31.7 30.7 30.1
44 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	40.0 40.0 40.0 40.0	34.8 34.7 39.5 39.4	23.7 23.2 22.7 22.3	74.1 Ch.n 28.1 7/.n
1957 1957 1958 1956 1955 1955 1955 1957 1957 1957 1957 1957	40.0 40.0 40.0 39.9	39.0 38.8 38.6 3H.4	21.6 21.4 21.1 28.9	26.7 26.3 25.9 25.5
17.2 15.3 15.3 15.4 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5	10 7 10 7 10 6 10	38.0 37.7 37.5 37.3	20.4 20.3 20.1 19.9	74.6 24.7 21.9 23.5
18.2 18.5 18.6 18.6 18.6 18.7 18.5 18.5 18.5 18.7 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5 18.5	10 % 10. 1 10. 0 3H. A	36.6 36.2 35.7 35.3	19.6 19.3 19.1 14.9	22.8 22.5 22.3 22.0
183, 26.7 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15.5 15	17 1 14.5 15.8 15.0	34.2 35.6 32.8 32.1	18.4 18.2 18.1 17.9	21.3 211.9 21.4 19.9
The first intrince Percent Inia Distance Percent Inia Distance Percent Inia Distance	11 1 12.2 11.5 11.7	30.4 29.7 28.9 28.1	17.6 17.5 17.2 16.6	18.4 17.3 15.9 14.1
### Condition PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE ### Condition PERCENT TOTAL DISTANCE PER	28.4	26.0	15.2	
### ### ### ### ### ### ### ### #### ####		Wet Cor	dition	
### ### ### ### ### ### ### ### ### ##			PLDCELT TOTAL DICTARCE	DE OCEAT TOTAL DICIANCE
### ### ### ### ### ### ### ### ### ##	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCEPI I III AL III SIANI.	בו ארבונו ומואו מוצועשה
		,	2 4 6	*
### ### ### ### ### ### ### ### ### ##	40.040.0	40 0 40 0 40 0 40 0	34.0 34.0 33.5 32.1	32.8 32.0 31.1
### ### ### ### ### ### ### ### ### ##	0 07 0 07	20 0 0 0 0 0	30.0 29.5 29.0 28.6	29.5 24.7 28.1 27.5
### ### ### ### ### ### ### ### ### ##	40 0 40 0 40 0	40.0 40.0 40.0	27.7 27.4 26.9 26.3	26.4 25.9 25.5 25.0
48. 40.0 40.0 40.0 40.0 40.0 48.2 30.7 30.7 30.6 30.7 30.6 30.7 30.6 30.7 30.6 30.7 30.6 30.7 30.6 30.7 30.6 30.7 30.6 30.7 30.7 30.6 30.7 30.6 30.7 30.7 30.7 30.7 30.7 30.7 30.7 30.7	40.0 40.0 40.0 48.0	40.0 40.0 40.0 30.9	25.3 25.0 24.6 24.2	24.0 23.4 23.1 22.7
40.0 40.0 39.9 39.7 59.8 39.7 59.8 39.0 38.6 39.7 59.8 39.0 39.8 39.7 59.8 39.7 59.8 39.7 59.8 39.7 59.8 39.7 59.8 39.7 59.8 39.8 39.7 59.8 39.8 39.7 59.8 39.8 39.8 39.8 39.8 39.8 39.8 39.8 3	40.0 40.0 40.0 40.0	39.8 39.7 39.5 39.4	23.1 22.6 22.2 71.8	21.9 21.5 21.2 20.9
39, 7 30, 6 30, 5 30, 4	40.0 40.0 39.9 39.8	39.0 38.6 38.6 18.4	21.2 20.9 20.7 20.5	20.3 20.0 10.8 19.6
39.3 39.0 38.5 38.0 37.2 7x 56.4 35.9 35.3 34.8 34.2 7x 19.3 10.0 18.4 12.6 18.4 7x 17.2 11.7 10.8 11.7 10.1 12.5 51.1 37.2 18.0 13.5 32.8 32.0 31.2 30.3 7x 17.2 11.6 18.4 17.5 17.5 17.5 17.5 17.5 17.5 17.5 17.5	39.7 39.6 39.5 39.5	37.9 37.7 37.4 37.1	24.1 20.0 19.8 19.7	19.2 19.0 18.8 18.6
56.4 35.5 34.6 33.7 32.6 68 33.5 32.8 32.0 31.2 30.3 8	39.3 39.8 38.5 38.0	36.4 35.9 35.3 34.8	19.3 19.0 18.8 18.6	14.3 18.1 17.9 17.7
Show Condition FRECENT TOTAL DISTANCE THE ALL HOLSTANCE THE ALL HOL	36.4 35.5 34.6 33.7	33.5 32.8 32.0 31.2	18.2 1H.0 17.9 17.7	17.1 16.8 16.5 16.1
Show Condition FFRCENT TOTAL DISTANCE FFRCENT TOTAL	31.6 30.7 29.8 70.0	29.4 28.6 27.8 26.9	17.4 17.3 17.0 16.4	14.9 13.8 11.9 4.0
Show Condition PERCENT TOTAL DISTANCE X=0 X=0 X=0 X=0 X=0 X=0 X=0 X=	26.7	24.8		
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE<		Spool	ndition	
X 30.6 X 30.8 X 34.0 34.0 34.0 34.0 34.3 34.0 34.0 34.3 34.0 34.0 34.3 34.0 34.0 34.0 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2 35.2	PERCENT TOTAL DISTANCE			PERCENT TOTAL DISTANCE
Name Ann. Ann. <th< td=""><td></td><td></td><td></td><td>•</td></th<>				•
48.8 48.8 48.8 48.8 48.8 48.3 39.3 39.3 39.3 39.3 39.3 39.3 39.3 3			2 2 0 22 0 25	17 9 16 2 16 1
48.8 48.8 48.8 48.8 48.8 48.8 48.3 39.3 39.3 39.3 39.3 39.3 39.3 39.3 3	48.0 48.8	34.3 34.3 34.3		11 0 13 7 19 7 19 8
40.0 40.0 40.0 40.0 40.0 40.0 40.0 40.0	40.0 40.0 40.0 40.0	34.3 34.3 34.3 34.3	31.4 31.6 31.1 79.0	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
40.0 40.0 40.0 40.0 40.0 40.0 40.3 40.3	40.0 46.0 40.0 40.0	30.3 30.3 30.3 35.3	29.0 28.8 28.3 27.5	20 5 20 0 20 0 20 0
44.8 40.8 40.8 40.8 40.8 40.2 50.3 50.3 50.3 50.3 50.2 50.2 50.2 50.2 50.4 50.4 50.4 50.4 50.4 50.4 50.4 50.4	40.0 40.0 40.0 40.0	39.3 39.3 36.3 39.3	26.3 25.9 25.5 25.8	
44.8 48.8 48.8 48.8 34.9 35.9 53.1 24.8 34.7 54.2 71.8 71.5 71.2 71.9 71.7 75.3 75.3 75.3 75.3 75.3 75.3 75.3 75	40.8 40.8 40.8 48.8	30.3 30.3 30.3 30.5	23.9 23.4 22.9 22.5	25.8 25.4 24.0 24.5
39.9 39.9 39.9 39.9 30.8 Ax 28.5 34.2 37.9 37.5 36.9 Ax 20.5 20.3 20.2 20.0 19.9 Ax 21.6 21.5 21.1 20.7 30.6 39.9 38.6 38.0 37.2 7x 36.3 35.5 34.6 35.7 32.8 7x 19.6 19.7 19.8 19.1 7x 20.5 35.5 34.3 33.3 35.2 4x 31.9 38.0 29.8 27.7 4x 11.8 17.8 4x 11.8 17.8 18.5 18.2 17.7 17.3 38.2 29.4 28.5 27.3 4x 27.5 24.8 25.6 27.6 17.8 17.7 17.5 16.6 15.8 9x 15.5 14.7 12.1 3.5 25.1 10.x 15.2	48.0 48.8 40.9 48.8	39.1 39.0 38.9 38.8	21.8 21.5 21.2 20.9	23.1 25.3 23.11 22.6
39.6 34.2 38.6 38.0 57.2 7x 36.3 35.5 34.6 33.7 32.8 7x 19.6 19.4 19.2 16.9 18.7 7x 28.0 19.7 19.4 19.1 36.2 35.3 34.3 33.3 32.2 4x 31.9 38.0 29.8 24.8 27.7 8x 18.5 18.3 18.1 18.0 17.8 8x 18.5 18.2 34.3 33.3 35.2 39.4 28.5 27.3 9x 26.6 25.7 24.8 25.6 92.6 9x 17.7 17.5 16.6 15.8 9x 15.5 14.7 12.1 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5	39.9 39.9 39.9 39.9	38.5 38.2 37.9 37.5	20.5 20.3 20.2 20.0	21.8 21.5 21.1 21.7
36.2 35.3 34.3 33.3 32.2 4x 31.9 38.0 29.8 27.7 4x 8 27.7 4x 8 27.7 4x 8 27.7 77.3 3x 18.5 14.0 17.8 4x 18.5 14.2 17.7 17.3 38.2 38.2 28.4 28.5 27.3 4x 27.5 24.8 25.8 22.6 27.1 17.5 17.2 16.6 15.8 4x 18.5 24.4 27.1 17.5 17.5 16.6 15.8 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 18.5 27.3 27.3 27.3 27.3 27.3 27.3 27.3 27.3	39.6 39.2 38.6 38.9	36.3 35.5 34.6 33.7	19.6 19.4 19.2 18.9	20.0 19.7 19.4 19.1
31.2 38.2 29.4 28.5 27.3 9x 26.6 25.7 24.8 23.8 22.6 9x 17.7 17.5 16.6 15.8 9x 15.9 14.7 12.5 3.5 24.1 10x 15.8 10x 15.8	36.2 35.3 34.3 33.3	31.9 38.0 29.8 24.8	18.5 18.3 18.1 14.0	18.5 14.2 17.7 17.3
10x 21.5	31.2 30.2 20.4 28.5	26.6 25.7 24.8 25.8	17.7 17.5 17.2 16.6	15.9 14.7 17.5 3.5
	34 1	21.5	15.2	

Table B8
Speed Profile for GSRS, Ground Support Rocket System for HIMO West Germany Study Area

	Dry Co	Dry Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
A A A A	x x x c exx	x=n 2 4 6 x	2
0 41.0 41.0 41	41.0 41.0 41.0 41.0	36.0 36.0	46.3 39.5 38.9
41.0 41.0 41.0 41.0	41.0 41.0	32.7 31.9 31.4 31.0	37.7 37.2 36.7 36.3
41.0 41.0 41.0	41.0 41.0 41.0 41.0	30.2 30.0 29.3 28.6	35.4 34.9 34.8 33.7
41.0 41.0 41.0 41.0	41.0 41.0 41.0 41.0	27.1 26.7 26.2	32.0 31.4 30.K
41.0 41.0 41.0 41.0	40.8 40.7 40.6 40.5	25.0 24.4 24.0 23.5	29.8 29.3 28.8 28.4
41 0 41 0 48 0 48 9	48.1 39.9 39.7 19.5	22.8 22.5 22.3 22.0	26.6 26.2
40 7 40 7 40 4 40 4	39.0 38.8 38.6 38.3	21.6 21.4 21.2 21.1	25.3 24.9 24.5 24.1
40 6 40 7 40 6	17.6 37.2 56.6 36.1	20.7 20.4 20.2 24.4	23.4 23.1 22.7 22.5
10 1 17 1 14 5	15 0 34.1 31.5 12.7	19.6 19.4 19.1	21.8 21.3 20.9 20.3
12 7 11 0 11 1	30 2 20 4 28.5	18.7 18.3 17.6	18.7 17.6 15.9 14.0
28.8	26.3	16.0	
	Wet Co	Wet Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
X=0 2 4 6 8	R Y Y C U=X	X=0 2 4 6 8	x=0 2 4 6 B
	1 41.0 41.0 41.0 41.0 41.0	36.11 35.9 35.2 33.7	5 33.6 32.7 31.8
41.0 41.0 41.0	41.0 41.0 41.0 41.0	31.5 30.9 36.4 30.0	30.2 29.4 28.7 28.1
41.0 41.0 41.0 41.0	41.0 41.0 41.0	29.0 24.7 28.1 27.5	26.5 26.9 25.5
41.0 41.0 41.0	41.0 41.0 41.0 40.9	26.6 26.3 26.0 25.4	24.5 24.1 23.7 23.2
41.0 41.0 41.0	40.8 40.7 40.6 40.4	24.3 23.8 23.4 23.0	22.4 22.0 21.6 21.3
41.0 40.9 40.8	40.1 30.9 39.7 39.5	22.4 22.1 21.9 21.6	20.7 20.4 20.7 19.9
48.7 48.6 48.6 48.5	39.0 38.7 38.4 38.1	21.2 21.1 20.9 20.8	19.5 19.3 19.1 18.0
39.9 39.4 38.8	37.3 36.8 36.2	20.3 20.1 19.9 19.7	18.5 18.3 18.1 17.9
37.1 36.1 35.2 34.2	33.5 32.6 31.H	AX 19.3 19.2 10.0 18.9 18.7	17.3 17
32	29.9 20.0 28.2	18.0 18.5 18.1 1/.4	15.0 14.0 12.3 4.3
10x 27.0	10x 25.1	10. 10. K	10x 1.6
	Show C	Snow Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
4 y F C 0=1	x x 4 6 x x	X=11 2 4 6 R	x x x x x x x x
41.0 41.0 41	39.3 39.3 39.3 39.3	36.0 36.0 36.0 36.0	34.9 37.1 36.0 35
41.0 41.0 41.0 41.0	39.3 39.3 39.3 39.3	32.2 31.6 31.2	33.8 33.1 32.4
41.0 41.0 41.0 41.0	39.3 39.3 39.3	30.6 30.3 29.6	31.3 30.8 30.4 29.9
41.0 41.0 41.0 41.0	39.3 39.3 39.3 39.3	27.8 27.3 26.9 26.5	28.9 28.4 27.9 27.3
41.0 41.0 41.0 41.0	39.3 39.3 39.3 39.3	25.2 24.6 24.2 23.7	25.R 25.4 24.9
41.0 41.0 41.0 41.0	39.2 39.2 39.1 39.0	22.7 22.4 22.2	23.8 23.4 23.B
48.9 46.9 48.9	38.7 38.4 38.1 37.7	21.7 21.5 21.3 21.2	21.9 21.4 21.1
48.6 48.1 39.5 38.9	36.5 35.7 34.8	20.8 20.5 20.3 20.1	20.3 20.0 19.7
35.9 34.9 33.9	31.0 29.9 28.9	19.5 10.3 19.2	18.4 18.0 17.5
0 40 0 00 7 01 7 17	26.7 25.8 24.9 23.9	18.9 18.7 18.3 17.6	16.1 14.6 R.3 3.1
31.00			

Table B9 Speed Profile for M578 Towing M113A1 for HIMO West Germany Study Area

Particle Total Originals Particle Tot				
		Dry C		
	PERCENT TOTAL AISTANCE	PERCENT FOTAL BISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
10 10 10 10 10 10 10 10	, ,	4	2 4 6	4 4
10 10 10 10 10 10 10 10	10.0 10.0 10.0	10.0 lu.n 10.0 10.0	19.9 19.8 10.0 16.0	10.0 10.0 10.0 10.0
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	14.6 10.0 10.0 10.0	14.0 16.0 10.0 10.0
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	18.8 18.0 18.0 18.0	19.0 10.0 10.0 10.0
10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	10.0 10.0 14.0 10.0 1	10.0 16.0 16.0 16.0		10.0 10.0 10.0
	18.4 16.8 18.9 16.8 1	10.4 10.0 14.0 10.0	11.0 10.0 10.0 10.0	0.0 0.0 0.0
	10.0 10.0 10.0 10.0 1	14.8 16.6 19.8 18.0	14.8 (4.8 18.8 18.8	9.H 9.H 9.7
	18.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0	9.7 4.4 4.6
10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	18.0 10.0 10.0 10.0	14.8 18.0 18.8 16.8	מים מים מים	4.5 9.5 0.4 9.4
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.8 10.0 10.0 10.0	0.0 0.0 0.0 0.0	2.0 0.0 0.0	9.3 9.7 9.7
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	14.6 16.6 16.4 16.8	9.9 9.8 9.9 9.8	9.5 7.6 9.6	4. B. F. 5.0 7.0
Net Condition Net Conditio	-			
		Wet C	ondition	
	De Both I Tortal avelance		DEGGET TOTAL DISTANCE	Section settle property
	ENVISION TOTAL AND A	PERCENT TOTAL DISTANCE	PERCENT THERE HELLENGE	TEXTEN TOTAL DISTANCE
	* *		9 + 2	~
	10.0 10.4 10.0		19.0 10.0 10.0 10.0	16.6 19.0 10.0
	18.8 10.0 10.0 16.0	10 0 10 0 10 0 10 0	10.0 10.0 10.0 10.0	9.8 9.7 9.7 9.6
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	18.8 10.0 10.0 10.0	10 0 10 0 10 0 10 0	19.0 16.0 10.0 10.0	9.4 9.4 9.3 9.3
18. 18. 18. 18. 18. 18. 18. 18. 18. 18.	10.8 10.0 10.0 10.0	10 11 10 10 10 10 10 10 10 10 10 10 10 1	10.0 18.6 10.0 10.0	9.2 9.2 9.2
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	18.0 10.0 10.0 10.0	10 0 10 0 10 0	10.0 10.0 10.0 9.9	9.1 9.1 9.1 9.1
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	19.6 16.0 18.0 16.0	9.9 9.9 9.8 9.R	0.0 0.0 0.0
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 11.0	9.8 9.7 9.7 9.7	8.0 8.0 8.9
	14.6 14.0 18.0 16.0 1	18.8 10.0 10.0 16.8	9.4 4.6 9.4	8. H H. B
	10.0 10.0 10.0 10.0 1	9.9 9.9 9.9	0.5 9.5 9.5	8.6 H.5. R.4 H.4
The condition The conditio	18.8 18.0 18.0 18.0 1	9.0 9.H 9.K 9.F	0.4 9.3 9.3 9.1	8.1 K.N 5.1
Show Condition		1.6		
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X =		Snov	Condition	
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	PERCPET THTAL MISTANCE	PERCENT TOTAL DISTANCE	PLUCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.10 10.1	* * *		4 4	•
18. 18. 18. 18. 18. 18. 18. 18. 18. 18.	16.6 10.0 18.0	10 10 10 10 10 10 10 10 10 10 10 10 10 1	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	18.9 18.0 10.0 10.0	10 0 10.0 10.0 10.0	19.0 10.0 10.0	1. 11 11 11 11 11 11 11 11 11 11 11 11 1
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0	14.0 14.0 16.0 18.0	10.01 10.01
14. 14. 14. 14. 14. 14. 14. 14. 14. 14.	14.6 10.0 10.0 18.0	10.0 10.0 10.0	19.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
	14.0 14.0 10.0 10.0	10.0 16.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
	19.0 10.0 14.4 14.8	10.4 14.4 14.8	19.11 10.0 10.0 111.0	10.0 10.0 10.0 10.0
14.6 14.7 14.0 14.0 14.0 14.0 14.0 14.0 14.0 14.0	10.6 10.0 10.0 16.0	10.0 10.0 10.0 10.0	19.0 10.0 10.0 10.0	9.9 9.9 9.9
10.6 16.7 16.7 16.7 16.7 16.7 16.7 16.7 16	14.0 14.0 18.0 18.0	10.0 10.0 10.0 10.0	14.0 16.0 10.0 10.0	4.7 9.7 9.7 9.6
10. 11 10.0 10.0 10.0 10.0 10.0 0.0 0.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.5 9.4 9.4
7 0 101	in." ta.a ta.a tu.a	14. 11 11. 11 9.9 0.0	9.9 9.0 0.4 9.7	9.8 8.8 5.6 7.6
101 101				1.3

Table BlO Speed Profile for M578 Towing MLOT for HIMO West Germany Study Area

	Primery Roads	Secondary noaus		

	PERCENT TOTAL DISTANCE			PERCENT TOTAL DISTANCE
			,	4 4
	· · ·	*	10 0 10 0 10 0	18.0 18.0 10.0 10.0
	10.0 10.0 10.0 10.0	10.8 19.8 10.8 18.8	10.01.01.01.01.01	9.9 9.8 9.7 9.6
	10.0 10.0 10.0 10.0	14.0 10.0 10.0 10.0	10 11 10 11 10 11 11 11	9.4 9.4 9.5 9.3
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0		9.9 9.9 9.9
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0		9.1 9.1 9.1 9.1
	19. 11 10. 0 10.0 16.0	10.0 16.0 10.0 10.0	4.4 4.4 4.4	9.0 9.0 A.9 H.9
	14. 11 11. 11 14. A 16. H	10.0 10.0 10.0 10.0	1.6 1.6 H.	8.4 R.R R.B H.B
	10.0 10.0 10.0	8.7 6.0 0.0 6.7	4.0 4.0 4.0	8.7 R.6 R.5 H.5
	10.0 10.0 10.0 10.0	9. H 9.7 0.1 9.7	4.5 4.5	H. S. H. S. H. 7. H. 1
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE	10.0 10.0 9.9 9.9	9.6 9.6 A.6 A.6	4.4	7.9 7.8 7.5 3.7
10	8.0 H. O. H. O. H. O. H.	9.5 9.5 9.4 9.4	5.0 1.0 7.0 7.0	1.5
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTA	9.7			
FREENT THIRD DISTANCE PERCENT TOTAL DISTANCE PERCENT		Wet Co	ndition	
				Propert Terral Distance
	PERCENT TOTAL DISTANCE	PLACENT TOTAL DISTANCE	PINCENT TOTAL BISTANCE	Truck I I I I I I I I I I I I I I I I I I I
			*	2 4 6
	X=0 2 0=X	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10.0 10.0 10.0 10.0	10.0 9.1 9.0 K.9
	10.0 10.0 10.0 10.0	10.0 10.0 10.0	9.8 9.7 9.7 9.7	8.7 8.6 8.5 8.4
	18.0 10.0 10.0 10.0	10.010.010.010.0	9.6 9.6 9.6 9.6	H.3 H.2 H.7 H.1
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.01 10.01 10.01	10 0 10 0 10 0	9.4 0.4 0.3 9.3	H.0 8.0 7.9 7.9
	10 0 10 0 10 0 10 0	0 10 0 10 0 10 0	9.3 9.2 9.2 9.2	7.8 7.7 7.7 7.6
FREELE TOTAL BILLING BASE NO. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	10.01.01.01.01.01	10.6 10.0 10.0 10.0	9.1 9.1 9.0 9.0	7.6 7.5 7.5 7.5
	10.0 16.0 10.0 10.0	9.9 9.9 9.9 9.8	9.6 8.9 8.9 8.9	1.4 1.4 1.3 1.3
Show Condition 10, 0.9, 0.9, 0.9, 0.9, 0.9, 0.9, 0.9, 0.	10.0 10.0 10.0 10.0	9. H 9.7 9.7 9.7	R. H . 7 B. 7 H. 7	1.1 1.1 1.1 1.1
9.7 9.8 9.8 9.8 9.7 9.5 0.4 9.5 0.4 9.3 0.3 10.8 10.8 10.8 10.8 10.8 10.8 10.8 10.8	200000000000000000000000000000000000000	4.6 9.6 9.6 9.9	8.6 8.6 8.5 F.5	6.9 0.H 6.6 6.9
FREEL TOTAL BISTANCE PERCENT TOTAL BISTANCE SOOW CONDITION N=0. 2 4 6 8	a	9.5 9.4 9.4 9.3	R. 3 H. 2 H. 1 B. 11	6.2 6.8 5.4 7.6
Show Condition N	9.7	9.5		
X=0 2			ondition	
X=0 2 4 6 H X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10		DARREST TOTAL DICIANO	PERCENT TOTAL DISTANCE	PERCET TOTAL DISTANCE
	PHEFNI INIAL DISTANCE	TEREFFE TOTAL STREET		
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	* *	4 4	2 4 4	4 4
18. 18. 18. 18. 18. 18. 18. 18. 18. 18.	11 10 1 10 10 10 10	10.0 10.0 10.0 10.0	19.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 1
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		10.0 10.0 10.0 10.0	16.4 18.8 10.0 10.8	10.4 16.0 10.0 10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	14 11 10 11 10 11 10 11	18. 11 10.0 10.0 10.0	10.0 16.0 10.0 10.0	9.8 9.7 9.7 9.6
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		10.0 10.0 10.0 10.0	18.8 18.8 18.8	9.5 9.4 9.4 9.3
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	20 0 10 0 10 0 10 0	10.0 10.0 10.0	10.0 10.0 10.0 10.0	0.2 0.2 0.1
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		10.01 10.0 10.0	10.0 11.0 10.0 6.0	9.1 9.1 9.1 9.1
10.0 10.0 10.0 10.0 10.0 0.0 0.0 0.0 0.0	10 0 10 0 10 8 10 0	10.0 10.0 10.0 10.0	4.9 4.0 9.0 6.b	ж. о ж. о ж. о ж.
10.0 10.0 10.0 0.9 0.0 0.0 0.0 0.0 0.7 0.8 0.7 0.8 0.7 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5	10.01 10.0 10.0 10.0	10.0 0.0 0.0 0.01	0.8 0.7 0.7 9.7	A.7 F.K R.5 K.4
9.9 9.9 9.9 9.9 9.9 9.9 0.9 10x 0.7 0.6 9.6 0.4 10x 9.4 9.3 0.1 9.0 4.8 0x 5.6 2.6 1.7 1.3	10 0 10 0 10 0	H. 9 H. 9 H. 9. H	9.6 9.6 9.5 9.6	4.1 A.9 7.8
10x 6.1	0.0 0.0	9.7 4.7 9.6 4.6	9.4 9.3 9.1 9.8	5.6 2.4 1.7 1.3
	0.6			

Trais Bil Speed Profile for MST8 Towing MIO9Al for HIMO West Germany Study Area

Page Trial Dicinary Page Dicinary Page Trial Dicinary Page Dicinary Page Trial Dicinary Dicin		and the state of t		
				PARTICIO INTO TURBORIO
	PERCENT TOTAL DISTANCE	PLACEL TUTAL DISTANCE	Prestat Total Distance	Line In the latest the
10 10 10 10 10 10 10 10	, ,	* * *	4 4	K=11 2 4
	10 11 11 11 11 11 11 11 11	10.0 10.0 10.0 10.0	10.8 18.6 18.0 18.6	18.0 18.0 18.0 18.0
	0.01 0.01 0.01	10.8 10.8 10.0 10.0	10.0 10.0 10.0 10.0	10.0
	10 0 10 0 10 0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	4.0 4.0 4.0
	10 11 10.0 10.0 110.0	18.6 10.0 10.9 16.0	10.0 10.0 10.0	200000000000000000000000000000000000000
THE REAL TOTAL DESIGNATION AND THE DESIGNATION OF STATES	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10.0 10.0 10.0 10.0	10.0 10.0 10.0 0.0	2.6 2.6 2.6
	10 10 10 10 10 10 10	18. 0 10.0 10.0 10.0	9.0 9.0 0.0	9.1 9.1 9.1
	0 0 0 0 0 0 0	10.0 0.0 0.0	9.7 9.7 9.7	2.0 0.0
### 10 10 10 10 10 10 10 1	0 11 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	9. K 9. K 9. K	9.6 9.6 9.6 9.6	8.9 x.x x.x 0.x
The Fig.	0.00	9.7 9.7 9.7	9.4 9.5 9.5 9.5	R.6 H.5 H.4 H.5
The first interest	0 0 0 0 0	9.6 9.5 9.5	9.4 9.3 9.2 9.1	8.1 8.11 /.2 3.1
### CENT TUTAL DISTANCE PERCENT TUTAL DISTANCE PERCENT TUTAL DISTANCE PERCENT TUTAL DISTANCE PERCENT TUTAL DISTANCE X = 0	# · · ·	6.3		
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE FOR BAR X = 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10		Wet Cond	Ition	
		100000000000000000000000000000000000000	DEDUCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	PERCENT TUTAL DISTANCE	PERCENT TOTAL DISTANCE	DING CO IVIN INTO A LA L	
		*	2 4 6	2 + 5
	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10.0 10.0 10.0 10.0 1	1 11.0 10.0 10.0 10.0 1	10.0 0.4 0.1 0.0
		10.0 10.0 10.0 10.0 1	19.0 10.0 10.0 10.0 1	8.9 8.8 8.7 8.7
THE	10 0 10 0 10 0	19.0 10.0 10.0 10.0 1	9.0 4.0 0.0 0.0	8.6 R.5 R.5
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 1	9.7 4.6 9.6 9.6	8.4 H.3 R.3 B.Z
	10.01 10.0 10.0	10.0 10.0 10.0 10.0 1	9.5 9.4 9.4 9.4	8.1 N.1 R.1 B.1
PERCELT THILD IN.	10.01 10.0 10.0 10.0	10.0 10.0 10.0 10.0 1	9.3 9.3 9.3 9.2	A.0 7.0 7.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	14.4 9.9 9.9 9.9	9.2 9.2 9.1 9.1	1.1
18.5 18.4 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.9 9.	10.0 10.0 10.0 10.0	0.4 0.4 0.4 4.7	0.0 0.0 0.0	7 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
PEPEERT FILTAL DISTANCE NEW TOTAL DISTANCE N	18.8 18.8 9.9 9.9	9.7 9.0 7.0 7.0	x x x x x x x x x x x x x x x x x x x	200 000
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE NEW TOTAL DISTANCE	9.0 0.0 0.0	4.6 9.5 9.5 4.4	R.7 H.6 H.4 H.3	1.1 1.0 1.0
STOW Condition PPECENT FULLA DISTANCE X = 0	н.6	10x 9.5		
		Snow Con	dition	
	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
		, ,	2 4 5	~
	x== x	19 11 16 11 10 1 11 11	10.0 10.0 10.01	10.0 10.0 10.0
	10.01 10.01 10.01	10 11 11 11 11 11 11 11 11	18.0 18.0 18.0 10.0	10.4 10.4 10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0	10 0 10 0 10 0 11 0	10.0 10.0 10.0 10.0	8.0 9.8 9.8
In I	14.0 18.0 18.0 19.0	10 0 10 0 10 0 10 0	16.6 16.6 19.3 10.0	9.7 9.6 9.6 9.5
The life in the li	10.0 10.0 10.0 10.0 1	10. 0 10.0 10.0	14.0 10.0 10.0 16.0	9.4 9.4 9.4 9.3
10. 11.0. 10.0 10.0 10.0 10.0 10.0 10.0	10.01 11.01 11.01	10.4 16.6 10.0 10.0	13.0 10.0 10.0 10.0	0.8 9.2
10.0 10.0 10.0 10.0 10.0 10.0 10.0 0.9 7x 9.9 9.0 9.8 9.8 9.8 9.8 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10		10.0 16.0 10.0 10.0	10.0 10.0 10.0 0.0	9.1 9.1 9.1 9.8
10.0 10.0 10.0 10.0 0.0 0.0 0.0 0.0 0.0		10.0 16.0 10.0 10.0	4.9 6.0 0.9 9.9	н.9 н.9 я.я н.7
10.0 10.0 10.0 10.0 10.0 0.0 0.7 0.7 0.6 0.5 0.3 0.2 0.0 0.0 0.7 7.5 7.1 10.0 10.0 10.0 10.0 10.0 0.0 0.0 0.0	10.00 10.00 10.00	8.0 6.6 0.0 4.6	9.7 9.7 9.7 9.6	R.5 8.3 R.2 H.0
10x H. H.	10.0 10.0 10.0 10.0 10.0	9.H 9.R 9.7 4.7	9.6 9.5 9.3 9.2	7.5 1.1 5.1 2.5
		4.6		19x 1.5

Table B12 Speed Profile for M578 Towing M110E1 for HIMO West Germany Study Area

FFRCENT TOTAL DISTANCE	PPREFEIT TOTAL DISTANCE KEN 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	14100 DERCENT TOTAL DISTANCE X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	NEEFFT TOTAL DISTANCE X 10.0 10.0 10.0 10.0 0.0 X 2.0 4.6 4.7 4.6 4.7 X 2.0 4.6 4.7 4.7 4.6 X 3.0 4.6 4.7 4.7 4.7 X 3.0 4.7 4.7 8.8 8.8 8.7 X 3.0 7.9 7.7 7.2 5.0 1.9 PFREFNT TOTAL DISTANCE X 10.0 9.1 9.0 8.9 8.8 X 10.0 9.1 9.0 8.9 8.8
A 0 0 10 0 10 0 10 0 10 0 10 0 10 0 10	######################################	X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	20.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0
A A A A A A A A A A A A A A A A A A A	# # # # # # # # # # # # # # # # # # #	1 1 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 9.1 0.0 10.0 10.0 10.0 10.0 10.0 10
A D D D D D D D D D D D D D D D D D D D	======	1 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10	0.4 9.4 9.7 9.3 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.4
0.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	=====	7X 18.0 18.0 10.0 10.0 10.0 10.0 10.0 10.0	9.4 9.4 9.3 9.3 9.3 9.3 9.4 9.5 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7
0.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		1x 12.0 12.0 10.0 110.0 12.0 55	9.0 9.1 9.1 9.1 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0 9.0
A A A A A A A A A A A A A A A A A A A	=======================================	1X 9.4 9.9 9.9 9.8 7 9.5 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8 9.8	9.1 9.1 9.1 9.6 9.0 9.8 8.9 8.9 8.7 8.6 8.5 8.1 7.9 7.7 7.2 3.0 1.4 7.9 7.7 7.2 3.0 Xed 2 4.8 8.5 8.4 8.7 8.6 8.9
RCENT TOTAL DISTRICT	= c c c c c c c c c c c c c c c c c c c	5x 9.4 9.4 9.5 9.5 5x 9.5 9.6 9.6 9.6 4x 9.4 9.4 9.3 9.3 4x 9.2 9.2 9.3 8.9 8x 8.7 8.7 8.7 X=0 2 4 6 X=0 3.5 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7	9.0 9.8 8.9 8.8 8.7 8.8 8.8 8.8 8.3 8.3 8.5 8.5 7.9 7.7 7.2 3.0 1.4 7.7 7.2 3.0 1.4 6.0 10.0 9.1 9.8 8.9
A 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	= 0000 eee	FR 9.6 9.6 9.6 9.6 9.6 9.6 9.4 9.4 9.4 9.4 9.4 9.4 9.4 9.1 8.9 9.8 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9	8.9 8.8 8.8 8.5 8.5 8.3 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5 8.5
RCENT TOTAL DISTRIBUTED ON THE BOOM ON THE	***** *****	7X 9.5 9.5 9.5 9.4 4X 9.4 9.4 9.1 9.3 3X 8.7 9.2 9.1 8.9 RX 8.7 101AL DISTANC X 10 10 10 10 10 10 10 10 10 10 10 10 10	A.7 P.6 P.6 R.5 R.3 R.3 R.7 P.1 1.4 7.7 7.2 3.0 I.4 D.1 D.1 D.1 B.5 REG P.1 D.1 D.1 B.9 B.7 R.6 R.5 R.4
RCENT TOTAL DISTANCE RCENT TOTAL DISTANCE ROUD 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.		7X 9.4 9.4 9.1 9.3 1X 9.2 9.2 9.1 8.9 RX 8.7 X=0 2 4 9.1 9.3 X=0 1 0.1 10.0 IX 9.8 9.7 9.7 9.7 XX 9.6 9.6 9.7 9.7 XX 9.6 9.6 9.7 9.7	7.9 7.7 7.2 3.0 1.4 7.7 7.2 3.0 1.4 7.7 7.2 3.0 X=0 7.1 7.1 0.1 5.1 AMEF 10.0 9.1 9.0 6.9
RCENT TOTAL DISTANCE RCENT TOTAL DISTANCE R. 0.0 10.0 10.0 10.0 10.0 10.0 10.0 10.		AX 9.2 9.2 9.1 8.9 RX 8.7 X=0 X IN 10.1 10.1 10.0 IX 9.8 9.7 9.7 X 9.6 9.6 9.7 9.7 X 9.6 9.6 9.7 9.7	7.9 7.7 7.2 3.0 1.4 7.7 7.2 3.0 PPRCFNT TOTAL DISTANCE X=0 2 4 6 10.0 9.1 9.0 8.9 8.7 8.6 8.5 8.4
RCENT TOTAL DISTANCE 120 120 120 130 130 130 130 130 130 130 130 130 13		NX 8.7 N=0 X=0 X=0 X nn 10, 10, 10, 10, 10, 10, 10, 10, 10, 10,	1.4 PERCENT TOTAL DISTANCE X=11 2 4 6 10.0 9.1 9.0 6.9 8.7 8.6 8.5 8.4
RCENT TOTAL DISTANCE 180 2 4 6 8 8 8 8 10.0 16.0 10.0 10.0 10.0 10.0 10.0 10.0	*	X=0 2 4 6 X 10.0 10.57 ANGE X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10	NECENT TOTAL DISTANCE X=11 2 4 6 10.0 9.1 9.0 6.9 8.7 8.0 8.5 8.4
FRCENT TOTAL DISTANCE NED 2 4 6 8 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	*	X=0 2 4 6 X 10.0 10.0 10.0 10.0 IX 9.8 9.7 9.7 9.7 IX 9.6 9.6 9.5 9.5	NECENT TOTAL DISTANCE X=0 2 4 6 10.0 9.1 9.0 6.9 8.7 8.6 8.5 8.4
FRCENT TOTAL DISTANCE 10-0 10-0 10-0 10-0 10-0 10-0 10-0 10-0	TOTAL DISTANCE 2	PPRCFNT TOTAL DISTANCE X=0 X=0 10.0 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6 9.6	X=0 2 4 6 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10
x=0 2 4 6 18 10.0 11.10.0 11.0 11.0 11.0 11.0 11.	2 4 6 8 9.0 10.0 10.0 10.0 9.0 10.0 10.0 10.0 9.0 10.0 10.0 10.0	7 0 10 10 10 10 10 10 10 10 10 10 10 10 1	X=11 2 4 6 10.0 9.1 9.1 9.1 8.2 1.4 1.4 1.5 1.5 1.4 1.4 1.4 1.4 1.5 1.5 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1.4
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0	10.0 10.0 10.0 10.0 9.8 9.7 9.7 9.7 9.6 9.6 9.5 9.5	18.8 9.1 9.8 8.9 8.7 8.6 8.5 8.4
10.0 16.8 16.8 18.8 18.8 18.0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	14.8 18.8 18.8 18.8 19.8 18.8	9.6 9.7 9.7 9.7	8.7 8.6 8.5 8.4
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	19.0 10.0	9.6 9.6 9.9 9.9	
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.01		THE WAY
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	-	9.4 9.4 9.3	8.0 H.n 7.9 7.9
10.0 10.0 10.0 10.0 10.0 10.0 5x 10.0 10.0 10.0 10.0 4x 9.0		9.3 9.2 9.2 9.2	7.8 7.7 7.7 7.6
18.8 18.0 18.0 18.0 18.0 6x 9.9	10.0 10.0	9.1 9.1 9.0 9.0	7.6 7.5 7.5 7.5
	H. 0 6.6	9. H . O R. O R. 9	7.4 7.4 7.3 7.3
10.0 10.0 10.0 10.0 10.0 7x 0.8	9.7 0.7	H.H H.7 A.7 H.7	7.2 7.2 7.1 7.0
10.0 9.9 9.9 9.9 0.9 Rx 9.6	4.6 9.5	8.6 8.5 8.5	6.8 6.7 6.6 6.5
9.8 9.8 9.8 9.7 9.7	9.4 9.3	4.5 H.7 H.1 H.B	6.2 5.9 3.9 2.2
9.7 1nx 9.2		14x 7.6	144 1.2
	Snow Condition	dition	
PERCENT TOTAL DISTANCE PLACENT	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
,	***	a A 4	x 4 4 6 8 8 X
	1 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 1
10 x 1	10.01	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
0 0 1 1 0 0 0 1 1 1 0 0 0 1 1 1 1 1 1 1	11.0 16.6	118.9 20.0 10.0 10.0	9.8 9.7 9.7 9.6
0.01 x 5 0 0 10 0 10 0 10 0 10 0 10 0 10 0	10.0 10.0	19.0 10.0 10.0 10.0	9.5 9.4 9.4 9.3
10.0	16.4 16.0 10.0 10.0	4x 19.0 14.0 10.0 10.0 10.0	4x 9.7 9.2 9.2 4.1 9.
0 10 1 10 1 10 10 10 10 10 10 10 10 10 1	10.0 10.01	19.0 10.0 10.0 9.9	9.1 9.8 9.8 9.8
19.0 10.0 10.0 10.0 6x 10.0	10.0 10.0	8.9 4.0 0.0 6.0	8.9 R.9 R.9 K.B
10.0 11.0 10.0 10.0 7x 10.0	0.0	9.8 9.7 9.7 9.7	4.7 8.6 8.5 8.4
11.0 11.0 10.0 0.9 9x 9.8	9.8 4.8	4.6 4.6 0.5 4.5	8.1 7.9 7.7
7.6 x6 6.9 9.0 0.9	9.6 9.6	0.4 9.3 0.1	4.0 2.2 1.5 1.2
0.0		10x 6.1	10x 0.R

Table B13 Speed Profile for M578 Towing IPV/CFV for HIMO West Germany Study Area

PIRCE I TOTAL DISTANCE PROFES TOTAL DISTANCE		Canandams Boads	Trails	OII ROLD
PROGRETION PROTOCOLOG NOT A CONTROL OF A CON	Primary Moads	Decomon American		
PRECENT TOTAL DISTANCE PRECEN		Dry Co	dition	
	PLRELLT TOTAL BISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
10 10 10 10 10 10 10 10	, , ,	* * *	, ,	2 4 K
1	11.0 10.0 10.0	1 11.8 10.0 10.0 10.0 1	18.8 18.0 10.0 18.0	18.0 10.0 10.0 10.0 1
	10.0 10.0 10.0	10.0 16.0 10.0 16.0	10.0 10.0 10.0 10.0	10.0 10.0 9.0
	14.4 14.4 14.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	6.0 4.0 4.6 6.6
	10.0 10.0 10.0 10.0	18.6 18.0 10.0 16.6	10.0 10.0 10.0 10.0	0.5 0.4 0.4
	10.0 16.0 19.0 10.0	10.0 10.0 10.0 10.0	14.0 14.0 10.0 10.0	6.5 6.3 6.3
	14.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	8.0 0.0 0.0 0.0	2.6 2.6 2.6 2.6
PHOCENT TOTAL DISTANCE ***********************************	10.0 10.0 10.0 10.0	10.0 10.0 10.0 9.9	0. K 0. K 0. K	9.1 9.1 9.1
PERCENT TOTAL DISTANCE NEW CONDITION NEW CONDITIO	10.0 10.0 10.0 10.0	9.0 8.0 0.0 5.6	4.7 9.7 9.6 4.6	x.x 2.x =
PERCENT FORM DISTANCE FERGENT TOTAL DISTANCE FERGENT	19.0 10.0 10.0 10.0	9.8 9.7 9.7 9.7	0.0 0.0 v.o	A.7 K.6 A.5 H.5
PREFET INTAL DISTANCE	0.0 0.0 0.0 0.0	9.6 9.6 9.6	9.5 4.4 6.1 9.5	8.5 6.7 7.8 5.8
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE				
		Wet Co	adition	
Negeri Intal Int				
	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
		* * *	2 . 6	2 4 6
10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	0 10 0 10 01	10.010.010.01	10.8 10.8 10.8 10.8	9.7 9.4 9.2
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	19.11 10.0 10.0 14.0	19.0 10.0 10.0 10.0	9. N 9. N 9. N . O
	10.0 10.0 10.0	10.0 10.0 19.0 10.0	10.0 0.0 0.0 0.8	8. H . H . H . H
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	14.6 16.8 10.8 18.8	10.0 10.0 10.0 10.0	9.8 9.7 9.7	H.7 8.6 R.5
	10.0 10.0 10.0	19.0 10.0 10.0 10.0	9.6 9.5 9.5	8.5 R.5 R.4 R.4
	10.0 10.0 10.0 10.0	16.0 10.0 10.0 10.0	9.4 9.4 9.4	8.4 8.3 A.5 A.3
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.11 10.0 10.0 11.0	10.0 10.0 10.0 9.0	9.3 9.3 9.2 9.2	R.7 R.2. R.1 B.1
10, 0 10, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0 0, 0	18.8 18.8 18.8 18.8	9.0 9.0 0.B	9.2 9.1 9.1 9.1	8.1 H.N 7.9
PERCENT TOTAL DISTANCE	18.8 18.0 18.0 10.0	9.7 9.7 9.7	9.4 4.6 9.4 4.9	7.1 7.6 7.5 7.4
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	6.9 6.9 6.9	9.0 9.0 9.0 9.0	A.H H.H H.5	7.1 7.0 6.1 2.7
Show Condition X=0 A K=0 A A A A A A A A A A A A A	6.6		8.3	1.3
PERCENT TOTAL DISTANCE THE TOTAL DISTANCE TH		Show	ondition	
	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	*	X == X	Y + 2 = 1	
10.0 11.0 11.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0	10.0 10.0 10.0 10.0	10.0 16.0 16.0	10.0 10.0 10.0 10.0 1	H. H. H. H. H. H. H. H.
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.01 10.0 10.01	10.0 10.0 10.0 10.0 1	10.0 10.0 10.0
18.8 18.6 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8	14.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.4 14.0 10.4 14.0 1	10.0 10.0 10.0
18.0 16.0 10.0 10.0 4x 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	10.0 10.0 10.0 10.0	10.0 10.0 10.0 18.0	10.0 10.0 10.0 10.0 1	8.6 H.6 H.6 6.6
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	18.6 16.0 10.9 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.01	9.7 9.7
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.6 10.0 10.8 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 1	9.5 9.4 9.4
18.8 16.8 18.8 18.8 18.8 18.8 18.8 18.8	10.0 10.0 10.0 10.0	10.6 19.0 10.0 10.0	10.6 16.0 18.0 16.0	9.3 9.3 9.3
10.m 10.m 10.m 10.m 10.m 10.m 10.m 10.m	18.0 16.0 10.0 10.0	14.0 10.0 10.0 10.0	4.0 0.0 0.0 0.0	9.1 9.1 9.8 H.9
116.11 116.11 116.11 116.11 116.11 116.11 117 117 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.11 118.118.	10.0 10.0 10.0 10.0	0.0 0.0 0.0	9.8 9.R 9.7 4.7	8.7 8.5 H.5
10.0	16.0 10.0 10.0 10.0	9.8 9.H 9.8 9.7	0.6 0.4 9.5 9.3	H.0 7.4 7.1 3.1

Table Blu
Speed Profile for M578 Towing GSRS
for HIMO West Germany Study Area

######################################	THIS DESIGNATE PRESENT TOTAL DISTINCT PRODUCTION OF THE PROPERTY TOTAL DISTINCT PRODUCTION OF THE PROPERTY TOTAL DISTINCT PROP	TOTAL NESTANCE TOTAL NESTANCE			many reach	6 Dec 1
Part	Trial	TOTAL DISTANCE	Primary Roads	Secondary Roads	TERTE	OII NORG
						PIRCENT TOTAL DISLANCE
			PERCENT TOTAL DISTANCE	THE PRINCIPLE OF THE PR	The state of the s	
			, ,	2 4 4	y * c	× 2 4 6
			10 11 11	10.0 10.0 10.0 10.0 1	10.0 10.0 10.0 16.0	10.11 11.11 10.11 11.11
				10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	111.11 9.9 9.8 9.8
	The state of the			10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	4.0 4.0 4.0
			10	18.0 10.0 10.0 10.8	10.0 10.0 10.0 10.0	9.4 9.3 9.3
			10 0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 0.9	4.7 4.2 4.7
				10.0 10.0 10.0 10.0	9.0 9.0 9.8 9.H	9.2 9.1 9.1 0.1
Total nich nich nich nich nich nich nich nich			10 11 11 11	10.0 0.0 0.0 1.01	9.H 9.7 9.7 9.7	8.0 U.O U.O U.O
The first Distance State			10 0 16.0	9.H 9.H 9.H	4.6 9.6 4.6 4.6	H.O R.R R.7
The state 19 19 19 19 19 19 19 1	Tital Distance	Tural Instance	1 1 1 1 1	4.7 9.7 9.7 9.6	9.5 9.5 9.5	X.5 X.5 X.
THE PERCENT TOTAL DISTANCE PRECENT TOTAL D	The first instance	The first of Stand The fir	6 6 6	9.4 9.4 9.5 9.5	0.4 0.3 0.3 9.1	N.2 H.1 7.6 3.2
Tital Distance Percent Total Distance Percent Tital Distance Percent Total Distance Percent Tital Distance Percent Distance Perce	The first Distance	Tital Distance	8.6			
The first nicians	Turde Distance	Tital Distance		Wet Col	dition	
					Dipotert Terral Distance	DEDCE TOTAL PROPERTY
			PERCEPT THINK DISTANCE	PERCENT TOTAL DISTANCE	בייייייייייייייייייייייייייייייייייייי	TERCTAL HILAL DISTANCE
				, , ,	y	2
			9 44 6 44 9 44	0 11 0 01 0 11 0 01	10 0 10 0 10 0	100 000 001
			B. B. B. B. B. B.	10.0 1".0 10.0 10.0	10 10 10 10	
				0.01 10.01	8.0 0.0 0.0	A.7 A.7 A.A.
					9.7 9.7 9.4	
			10 0 10 0 10 0 10	20 0 10 0 10 0 10 0	9.5 4.5 9.4	8.5 R.3 R.2 R.2
			10.11 11.6 10.8 18.	10 0 10 0 10 0 10 0	9.4 9.3 9.3 9.3	8.1 P.1 B.1 F.1
			10 0 10 0 10 0 10	0 0 0 0 0	9.2 9.2 9.2	8.11 7.9 7.9 7.9
TOTAL DISTANCE	Total Distance	Tetal Distance	10.0 10.0 10.0 10.0	0. H C. H O. B C. 7	9.1 9.1 9.8	7.8 7.7 7.7 7.6
Tetal Distance	9.5 9.9 9.8 9.8 10.8 10.8 10.8 10.5 9.5 9.5 9.5 10.5 10.8 10.8 10.8 10.8 10.8 10.8 10.8 10.8	TETAL DISTANCE TETAL DISTANCE TETAL DISTANCE PERCENT TOTAL DISTANCE Show Condition FRECENT TOTAL DISTANCE FRECENT TOTAL	10.0 11.0 9.9 9.9	9.7 4.7 9.7 4.6	R. 9 R. 9 R. H. H. H.	7.4 7.3 7.2 7.1
TOTAL DISTANCE PERCENT TOTAL DISTANCE PE	TOTAL DISTANCE PPRCENT TOTAL DISTANCE PRCENT TOT	TUTAL DISTANCE PERCENT TOTAL DISTANCE Show Condition PERCENT TOTAL DISTANCE X K K K K K K K K K	8.0 0.0 0.0 0.0	9.6 4.5 9.5	8.7 H.7 H.6 H.4	6.8 6.6 5.5 7.6
Term DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE PURCENT TOTAL DISTANCE P	TETAL DISTANCE PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE	Tutal Distance	8.0	9.3	A.2	1.3
Tetal Distance	TOTAL DISTANCE PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE	Tetal Distance	•		ondition	
		TOTAL DISTANCE X				
			PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PLACENT TOTAL DISTANCE	PERCEPT TOTAL DISTANCE
			,	4 4	*	2 4 6
1	0.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 1		0.0 10.0 10.0	18.0 10.0 10.0 10.0	14." 10.0 10.0 10.0	10.0 10.0 10.0 10.0
			0.0 10.0 10.0	16.0 10.0 10.0 10.0	14.4 10.4 10.0 10.0	10.0 16.0 10.0 10.0
10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.11 10.1	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	0.0 10.0 10.0	11.0 10.0 10.0 14.0	10.0 10.0 10.0 10.0	8.0 0.0 0.0 C.B
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	14.0 18.0 18.0 18.0 10.0 10.0 10.0 10.0 10	10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 19.0 10.0	9.7 4.6 9.6 9.5
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	16.0 18.0 10.0	14.0 18.0 18.0 10.0	10.0 10.0 10.0 10.0	0.5 9.4 9.4 9.4
10.0 18.0 18.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 16.6 10.0 10.0	10.0 16.0 10.0 10.0	9.3 9.3 9.7 9.7
10.0 lu.n 10.0 l	10.0 18.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 lu.n 10.0 lu.n lu.n lu.n lu.n lu.n lu.n lu.n lu.n	10.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0	19.0 10.0 10.0 10.0	0.2 4.1 9.1 9.1
18.0 18.8 18.0 18.0 18.0 18.0 18.0 18.0	18.8 18.8 18.8 18.8 18.8 18.8 18.8 18.8	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.9 18.0 10.0 18.0	14.0 10.0 10.0 16.0	9.0 9.0 0.4 C.H	9.1 8.9 8.4 6.7
10.0 14.4 10.0 14.0 10.0 0 0x 9.4 9.4 9.7 9.7 9.6 9.6 9.5 9.4 9.2 9.1 9x 7.6 7.2 4.8 2.4 10.6	18.0 18.0 18.0 18.0 18.0 18.0 18.0 18.0	18.0 14.4 16.0 14.4 16.0 9x 9.4 9.5 9.7 9.7 9.6 9.7 18.0 11.4 4.8 9.2	10.0 10.0 10.0 10.0	4.9 0.0 0.0 6.0	9.4 4.7 9.1 9.7	9.5 H.4 H.2 H.0
10.0 10x 4.8	10.0 10x H.R 10x	10.0 10x 0.4	10.0 10.0 10.0 10.0	9.8 9.8 9.7 9.7	9.0 4.6 9.5	7.6 7.2 4.8 2.4
			-			

Table B15
Speed Profile for M86 Towing M107
for HIMO West Germany Study Area

FILESTY NOSUS			
	Dry Condition	tion Total picland	PLACEFE FOTAL BISTAMPE
10001010	PERCE. F. TOTAL DISTANCE	PIRCE INTAL STREET	
מרלונדיו וווואו וווואו		* * * * * * * * * * * * * * * * * * * *	
	4 4	10 4 10.4 10.4 10.4 14	1 10.1 14.1 14.2 14.0 X
	10.0 10.0 10.0	10 0 10.0 10.0 10.0	18.8 18.0
	" 18.0 10.0	110.01	10.11 11.11 11.01
19.8 18.8 18.0	14.8 18.6 10.0 18.8	H 1	14.8 18.8
14. n 10. n 10. n 1 n. n	14. 11 14. 0 10. 0 10. 0		10.0 10.0 10.0 10.0
14. " 10.0 14.0	11 11 11 11 11 11 11	10.0 10.0	14.0 10.0 10.0 10.0
18.8 14.8 16.8 16.8 1		10.11 11.11	10.0 0.0 0.0 0.01
10.0 10.0 10.0 10.0 1		10.0 10.0 10.0	0. H 0.7 9.7 W.A
n. n 14. n 14. n 18. n	16.0 14.0 16.0	10.0 10.0 10.0	0.0 4 0.1 0.7
40 0 10 0 18 0	10. 11 10.0 10.0 11.0	10.8 18.8 18.8 16.8 16	2 4 4 A A
	10. " 10."	H . O O O O O H H . I	1.4 0.11 1.0 V.A
	18.0 18.0 10.0 10.0		10x 1.8
10.0 10.0 10.0	0.0	,	
10x 18.0	4-17	-	
	TOTA TOTAL OF THE PARTY OF THE		DEBCELT TOTAL DISTANCE
		PERCENT TOTAL DISTANCE	Practice in the second
PERCENT TOTAL DISTANCE	PERCENT TOTAL HISTANIL		, , ,
		* * *	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
3=8 2 4 6 8	•	10. 11 11. 11 11. 11 11. 11	18. 1 10.01 11.01
10 4 14 4 16 4 16 8	18.8 18.8 10.8 10.8	10 0 10 0	10.0 10.0 10.0
11 0 10 10 0	10.0 10.0 10.0 10.0		0.0 0.0 0.0
	10.0 10.0	2 11 0 01 0 11 0 01	1.0 H.O
10.0 10.0 10.0	10.0 16.0 10.0 10.0		9.7 9.6 9.6
10 0 10 0 10 0 10 0	10.0 10.0 10.0	C. 10 11 10 10 10 10 10 10 10 10 10 10 10	5x 9.5 9.5 9.4
0 10 0 10 0 10 0	10.0 10.0 10.0 10.0	0 0 0 0 0 0 0 0	0.1 9.3 9.3
10 0 10.0 10.0	10.0 10.0	0.0000000000000000000000000000000000000	0.1 0.1
	1 11. 11 11. 11 11. 11 11. 11 1	3 0 5 0 5 0	4.K K.7 R.A
	14.8 19.0 30.0 10.8	2.0	H.2 R.H
	10. 11 11. 11 11. 11 9. 0	0. x 6.1 4.1	1.7
16.4 10.4 10.0 10.0		10x 9.2	
18x 18.8		dition	
			PERCE-T FOTAL PISTANCE
	DESCRIPTINTAL DISTANCE	PLACE TOTAL DISTANCE	
PERCENT TOTAL DISTANCE			3=0 2 4 6
		2 4 4	10.01 10.0 10.0 10.0
•		14.0 10.0 10.0 10.0	0 10 0 10 0 00
x 10.0 10.0 16.9 16.0 10.0	10.01 10.01 10.01	18.0 14.0 10.0 18.0	
10 0 10 0 10 0 10 0	18.8 18.8 14.8 18.81	11 11 11 11 11 11 11 11 11	
10 0 10 0 10 0	10.8 10.0 10.4 16.0	0.01 0.01 0.01 0.01	
	18.8 18.0 10.0 10.8	N-81 0 10 11 11 11 11 11 11 11 11 11 11 11	10.11 11.11 11.11 11.11
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4x 10.0 10.0 10.0 10.0 10.0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5x 10.0 10.0 10.0
10.01 10.01 10.01	10.6 10.0 10.0 10.0	19.11 11.11 11.11	0.0 0.0 0.0
19.0 10.0 10.0	10 0 10 0 10 0 10 0	10.0 10.0 10.0 10.0	9.7 0.6 9.5 4.5
14. H 1H. H 1H. B 1H. H	4 11 1 11 11 11 11 11	10.11 10.0 10.0 10.01	9.3 9.7 0.1 9.8
16.0 10.0 19.0 10.0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10.0 10.0 10.0	A R. S. B. S.
14.6 18.6 18.9 18.8	11.11 10.11 11.11	10.0 0.0 0.0 U.B	
18.0 18.0 10.0 10.0	10.4 111.4 11.11 4.4	4.0	

Table B16
Speed Profile for M88 Towing M110E2
for HIMO West Germany Study Area

	Dry Cor	Dry Condition	
PERCENT TOTAL DISTANCE	PERCET TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCET TOTAL DISTANCE
	****	x y y cx	2 4 6
	19 0 10 0 10 0 10	0 10.0 10.0 10.0	111.0 10.0 10.0
10.11 10.0 11.0	10 0 10 0 1	10.0 10.0 10.0	10.0 10.0 16.0
10.0 10.0 10.0	10.010.010.01	10.0 10.0 10.0 10.0	19.0 10.0 10.0 10.0
10.01 10.01 10.01	10 0 10 0 10 0	10.0 10.0 10.0	10." 10.0 10.0 10.0
10.0 10.0 10.0 10.0	20 0 10 10 0	10.0 10.0 10.0	10.0 10.0
18.0 18.0 19.0 18.0 IR.		10.01.0.01.0.01	18.4 14.4 10.0
18.0 14.0 10.0 10.0	""" I I I I I I I I I I I I I I I I I I	0.01 0.01 0.01	11.1 9.9 9.9 9.9
10.0 10.0 10.0 10.0	14. 1 18. 1 14. 1 18. 11	n. 11 . 11 . 11 . 11 . 11 . 11 . 11 . 1	71 0.11 0.7 0.6 0.6 0.
14.4 10.0	10.0 10.0 10.0 16.0	18.0 18.0 18.0 18.0	20 40 40
18.0 10.0 10.0	10.0 10.0 10.0 10.0 1	10.0 10.0 10.0 10.0 1	
14.8 10.8 10.8 10.8	14.0 18.4 10.8		1.7
14x 10.0	1. 4.v	***	
	Wet Cor	Wet Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
H 4 4 4 H	2 2 2	* * * * *	x=0 2 4 6 R
0 11 0 10 0 11 0	to a la c la a lu a la	10.010.010.010	1 10.0 10.0 10.0
	10.01	10.01 0.01	10.0 10.0 10.0
10.0 11.0 10.0	10.0 10.0 10.0	10.0 10.0 10.0 10.0	6.6
10.0 10.6 10.0 10.0	10.0 10.0 10.0	14.1 10.0 10.0	9.8 9.8 9.7 9.7
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	19.0 10.0 10.0 10.0	9.7 9.6 9.6 9.6
10.0 10.6 10.0 10.6	10.8 10.0 10.0 18.0	16.8 16.8 10.0 18.0	9.5 9.5 9.4
10.0 10.0 10.0 10.0	14.0 10.0 10.0	10.0 10.0 10.0 16.0 1	9.3 9.3 9.5
14.0 10.4 10.4 10.8	10.0 10.0 10.0	0.6 6.6 0.6 6.6	9.1 4.1 9.1 8.9
10.0 10.6 10.0 10.0	10.0 10.0 10.0 10.0	F. 0 0.0 0.0	9.8 H.7 R.6 H.5
10.0 10.0 10.0 10.0	18.6 18.6 18.4 0.9	9.H 9.7 9.7	8.7 8.0 7.8
	10x 9.9	10x 0.2	10x 1.8
	Snow Co	Snow Condition	
PERCENT TOTAL DISTANCE	PERCEPT TOTAL DISTANCE	PERCENT FOTAL BISTANCE	PERCENT TOTAL DISTANCE
,			x 4 6 0=x
		0. 0 0. 0 0. 0	1 14.4 16.4 14 4
10.0 10.0 10.0			10.0 10.0 10.0
0.01 0.01			11.0.010.01
		10.01.0.01.0.01	3x 10.0 10.0 10.0 10.0
	1 1 1 0 1	10.0 10.0	18.6 10.0 10.0 1t.n
10 11 11 11 11 11 11 11 11	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	10.6 14.4 10.0 14.6	16.0 10.0 0.9
10 4 18 6 18 9 18 11 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	18.0 18.6 10.0 18.0	8.0 9.0 0.0
18 0 18 0 10 11 1	10.01 10.01 10.01	18.0 18.0 18.0	0.7 9.6 9.5 9.5
10.0 14.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0	9.3 9.7 9.1 9.1
10.0 10.0 10.0 10.0	14.9 11.0 10.0	8.0 0.0 0.0	8.5 R.S
10.0	1.0		
۱			

Table B17 Speed Profile for M88 Towing IFV/CFV for HIMO West Germany Study Area

	Dry Cot	Dry Condition	9
PRUCFAT TOTAL DISTANCE	PERCENT TOTAL PISTANCE	PERCENT TOTAL OFSTANDE	PERCENT TOTAL DISTANCE
	x 4 6 0 11 11 1	x=1 2 4 5 11	, ,
	10 4 14 4 14 4 16 4 10	10.0 10.0 10.0 10.0	18.0 10.0 10.0
11.11 10.11	10 11 11 11 10 110 11 10	10.0 10.0 10.0	14.0 14.0 10.4 10.6
	10.0 10.0 10.0	10.4 10.9 10.9	
	10 0 10 0 10 0 10 6	10.0 18.0 10.0 10.0	14.0 10.0 10.0 10.0
	10.0 10.0 10.0	16.9 19.9 16.9	10.0 10.0 10.0 10.0
11.11 11.11 11.11		10.0 10.0 10.0 10.0	14.0 14.0 16.4
10.0 10.0 10.0 18.0		14.4 16.6 19.9 10.8	10.0 10.0 9.9 9.9
10.0 10.0 10.0 10.0	3. 3. 3. 3. 3.	10.9 10.0 10.9 10.9	9.8 9.7 4.7
14.6 16.6 10.8 10.8	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	14.0 16.0 19.0 10.0	9.6 9.5 9.4 9.5
10.0 10.0 10.0 10.0		10000000000	9.0 H.9 H.7 H.0
0x 10.0 10.0 10.0 10.0 10.0	6.6	•••	2."
	Wet Co	Wet Condition	
PERCENT TOTAL BISTANCE	PERCENT TOTAL DISTANCE	PERCFUT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
	2 4	7 4 6 A	8 Y Y & ***
** ** * * * * * * * * * * * * * * * * *	20 0 10 0 10 0 10 0 10	10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0	10.01 10.01 10.01	14.9 10.9 10.4	10.0 10.0 10.0 10.0
10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0
10.0 16.0 10.0 10.0	10.4 14.4 10.0 16.0	10.0 10.0 10.0 10.0	10.0 10.0 0.0 0.0
10. 0 10.0 10.0 10.0	10.0		4x 9.9 9.9 9.9 9.9 4.8
14.0 10.0 10.0 10.0	19.0 16.0 10.0 16.0	16.4 10.4 16.6	0.8 0.8 9.8 9.7
10.0 16.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0	9.7 9.6 9.6 9.5
14.0 16.0 10.0 16.0	10.0 10.0 19.0	10.0 14.6 10.0 14.0	9.4 9.4 9.3 9.2
10.0 10.0 10.0	10.0 10.0 10.0 16.0 1	10.0 10.0 10.0	8. N.
14.0 10.0 10.0 10.0	10.0 16.0 10.0	0.0 0.0 0.0	N.5 H.3 H.1 h.4
10x 10.0	10x 0.0	10x 05	1.1 1.H
	S NOW C	Snow Condition	
PERCENT TOTAL BISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
4 4 4 4	# Y Y Y W	2 V C C I X	2 4 6
" " "	0 10.0 10.0 10.0 10	10.0 10.0 10.0 10.0	10.n 10.n 1u.n
	10.0 10.0 10.0 10.0	111.0 10.0	18.6 16.6 10.0 10.0
	10.0 10.0 10.0 10.0	18.8 18.0 10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 10.0	10.1	10.6 10.6 10.0 10.0	10.0 10.0 10.0
19.0 19.0 10.0	10.0 10.0 10.0 10.0	19.0 16.0 10.0 10.0	18.0 10.0 10.0 10.0
18.4 10.0 10.8 10.8	10.4 14.4 10.4	10.0 10.0 10.0 10.0	10.6 10.6 10.8 10.0
10.0 10.0 10.0	14.8 10.8 18.0 10.0	10.0 10.0	18.8 9.9 0.9 4.0
10.0 19.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9. k 9.7 9.1 9.6
18.0 10.0 10.0 10.0	10.0	10.9 10.0 10.0 10.0	9.4 9.3
10.0 10.0	10.0 10.0 10.0 10.0	11.0 9.0 0.0 9.8	N. H. B. 6 5.7
	10x 0.x	10x 9.4	10x 1.h

Table B18
Speed Profile for W88 Towing GSRS
for HIMO West Germany Study Area

PERCENT TOTAL DISTANCE X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	PLRCFAT TOTAL DI	PERCENT TOTAL DISTANCE
X=0	A CEL-11 10 TAI DISTANCE 10 TO	AED 2 4 6 10.0 10.0 10.0 10.0	PERCENT TOTAL DISTANCE
		10.0 10.0 10.0 10.0	
		10.0 10.0 10.0 10.0	x x x x x x
			10.0 10.0
		10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
	10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01	10.0 10.0 10.0	10.0 10.0 10.0 10.0
110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 110.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 10	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 16.0 10.0 10.0	14.0 10.0 14.0
18.0 18.0 19.0 19.0 19.0 19.0 19.0 19.0 19.0 19	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
19.0 10.0 10.0 10.1	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 0.0 9.9
19.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.8 9.8 9.7 9.7
18.8 18.8 18.8 10.6	10.0 10.0 10.0 10.0	10.0 10.0	8x 9.5 9.5 9.4 9.3 9.7
14x 10.0		18.0 0.0 0.0 0.81	9.8 H.F H.6 4.3
	104 9.6	10x 0.4	10 1.6
	Wet Condition	dition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
x v v v v x	x=0 > 4 C 0=x	X=0 2 4 6 8	x y 7 7 0 0 1 1 X
110.0 10.0 10	n 10.0 10.0	10.0 10.0 10.0 10.0	0 10 0 10 0 10 0
10.0 10.0	10.01 10.01 10.01	10.0 10.0	10.0 10.0 10.0
14.0 16.0 10.0 10.0	18.8 18.0 18.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0
18.8 18.0 18.6	10.0 10.0 10.0 16.0	10.0 10.0 10.0 10.0	0.9 6.0 0.9 6.6
18.6 18.8 18.9 10.0	19.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.8 9.8 9.8
0 10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.7 9.7 9.7
18.8 18.0 10.9 10.	10.0 10.0 10.0 10.0	14.0 10.0 10.0 10.0	9.6 9.5 9.5
18.0 16.0 19.0	10.0	7x 10.0 10.0 10.0 10.0 19.0	7x 9.3 9.7 9.2 9.1
14.0 16.0 10.0 10.	10.0 10.0 10.0 10.0	14.4 9.9 9.9 9.9	9.1 H.4 R.H H.7
10.0 10.0 10.0 16.	10.0 10.0 10.0	9.9 9.8 9.6	8.4 H.7 B.8 4.1
	14x 9.9		
	Snow Co	Snow Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
	, , , , , , , , , , , , , , , , , , ,		
	18.0 18.0	11.01 16.01 10.01	14.4 16.0 16.0 16.0
19.8 18.8 18.8 18.9	10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
18.8 16.8 18.8 18.8	18.8 18.8 16.8	10.0 10.0 10.0 10.0	14.0 16.4 14.9 10.9
14.4 14.8 14.4 16.4	14.0 10.0 10.0	10.0 10.0 10.9 10.0	14.0 10.0 10.0 16.0
10.0 16.0 10.0 10.0		4x 10.8 16.8 10.0 18.8 18.8	4x 19.4 16.6 10.9 10.8 10.8
10.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0	19.0 10.0 10.9 10.0	14.0 18.0 10.0 10.0
19.4 10.0 10.9	10.0 10.0 10.0	10.0 10.0 10.0 10.0	0.0 0.0 0.0
1 14.0 14.0 16.0	10.0 10.0 10.0 10.0	19.0 10.0 10.0 10.0	0.7 9.7 0.6 G.A
18.8 18.6 19.8 18.8	10.4 10.4 10.4 10.9	10.0 10.0 10.0 10.0	9.4 9.3 9.7 9.1
16.0	10.0 10.0 10.0 10.0	10.0 0.0 0.0 0.8	8.7 H.A H.3 3.9
10x 10.0	18x 9.4	101 9.4	10x 1.5

Table Bl9
Speed Profile for MS78 Light Recovery Vehicle for HIMD Mid-East Study Area

NEW ZEW TOTAL DISTANCE X X X X X X X X X X X X X X X X X X X			
NERCENT TOTAL DISTANC X=0 34.0 34.0 34.0 34.0	Dry Condition	15100 Broser Tores Distance	PERCENT TOTAL DISTANCE
34.8 34.8 34.8	PERCENT THINK HISTORICE		
34.8 34.8 34.8 34.8) 4 ¢	X 2 0 2 0 2 1 2 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2 1 8 2
	34.0 34.0	33.8 33.5 32.1 31.4	13 4 19 0
	34.0 34.0	30.0 29.6	24.7 27.4 26.4
54.0 34.0 54.8 34.0	34.11 34.11 34.11 34.11	21.8 71.7 70.3	24.8 24.0 23.4
34.0 34.0 34.0 14.0	34.11 34.11 34.11 44.11	11 74.7 74.6 74.7 74.1 7.1 7. 1 7. 1 7. 1 7. 1 7. 1	21.9 21.5 21.1 20.7
34.0 34.0 34.0 34.0	34.11 34.11 34.11 14.11	21 5 21 2 20 9 20 7	20.1 19.8 19.5 19.2
33.9 33.9 33.9 33.8	33.9	71.3 61.0 60.0 6 10 B	18.7 18.4 18.1 17.8
33.7 33.6 33.5 35.5	33.7 33.7 33.3	10 2 10 0	17.0 16.8
33.3 33.3 33.7	37.1 36.7 36.6	10 7 10 1 10 4 18 7	16.0 15.8 15.5 15.3
33.0 33.0 32.9 32.H	31.0 30.1 79.3 78.6	17 6 17 2	7.0 2.8 1.8 1.3
32.3 31.6 30.2 29.0	9x 21.3 66.1 76.6 73.1 21.3		6.6
10x 27.0	()	4	
	Wet Condition	lition	
DESCRIPTION DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PFRCFNT TOTAL DISTANCE
The state of the s			
x=x 2 4 6 8	X=0 2 4 6 8	*	
34.0 34.0 34	0 34.0 34.0	24.4 24.7 24.7	24.1 22.6 71.5
44.0 34.0 34.0 34.0	34.0 34.0 34.0	26.6 25.7 25.0 24.5	19.8 19.8 18.4 17.9
44 0 34.0 34.0 34.0	34.0 34.0 34.0	23.4 23.4 23.1	17.1 16.9 16.7
34.0 34.0 34.0	34.0 34.0	22.2 21.9 21.6 21.4	16.4 16.3 16.2
34.0 34.0 34.0	34.0 34.0 34.0 34.0	29.8 24.4 24.3	15.7 15.6 15.5
33.9 33.9 53.8 33.8	33.9 35.9 33.8 35.7	19.7 19.5 19.3 19.2	15.2 15.1 14.9 14.8
33.6 33.5 33.4 35.4	53.5 33.3 33.1 32.H	18.8 18.7	6x 14.4 14.5 14.1 14.8 15.9
13.3 33.2 33.1 33.1	32,3 32,1 31,7 31,5	19.1 18.0 1/.0 1/./	13.7 13.6 13.4 13.5
32.9 32.8 32.8 32.6	30.3 29.3 28.4 27.6	17.5 17.4 17.3 17.1	12.8 12.7 12.6
11.9 31.0 29.5 28.2			6.3 7.1 1.3
25.9	23.5	14. 15.5	
		2144	
	Daniel Store Later Prince of	DERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
PERCENT TOTAL DISTANCE	PERCENT TOTAL OF STREET		
	# y y C """	x x x c 0=x	* * *
24.0.45	0 34.0 34.0 34.0 34	x 14.7 14.7 14.6 14.5 14.5	14.7 14.7 14.7
2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	34.0 34.0 34.0	14.5	14.2 14.0 11.8 13.6
0 44 0 44	34.0 34.0 34.0 34.0	14.3 14.2 14.1	13.4 13.3 13.1 13.8
34.8 34.8 34.8	0 44 0 44 0 44 0 44	15.9 15.R	12.6 12.5 12.3
34.0 34.0 34.0 34.0	44 6 44 0 44 0 34 H	13.2	12.1
34.0 34.0 34.0 34.0	24 6 11 6 11 6 11	11.1 13.0 12.0 12.0	11.5 11.4 11.3
33.9 33.9 33.8	22 6 43 4 43 1	12.7 12.7 12.6 12.6	11.1 11.0 10.8 10.7
33.6 33.5 33.4 33.4	33.7 33.3 33.1 32.0	12.4 12.4 12.3	10.5 10.3 10.1 10.0
33.3 35.7 33.1 33.1	37.5 37.5 37.6	12 1 12 11 11 9 11 8	9.7 9.5 9.3 9.1
12.0 32.8 32.8	200	11.5 11.3 11.0 10.8	5.3 2.5 1.4 1.2
31.9 31.0 29.5 24.2	2000 1000 1000 1000		14x 0.9
10x 25.9	104 23.2		

Table B20 Speed Profile for Mil3 Armored Personnel Carrier (APC) for HIMO Mid-East Study Area

PRECENT TOTAL DISTANCE PRECEN	Primary Roads	Secondary Roads	10000	
PRECENT TOTAL DISTANCE PRECEN		Dry Cor	dition	
	PERCFET TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
FREET TOTAL DISTANCE		,	* * *	4 4
PROPERT TOTAL DISCUSSION OF THE STATE OF THE	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	42 0 42 0 42.0	27.4 27.0 27.0 26.5	41.4 31.8 31.5 3#.1
PREENT TOTAL DISTANCE	12 0 12 0 12 0 12 0	42 0 42 0 42 0 42 0	25.5 25.0 24.7 24.5	28.8 24.5 28.3 28.0
FREEN TOTAL NISTANCE	1.74 0.74 11.74 11.54	42 0 42 0 41.5	24.2 24.1 23.9 25.5	27.4 26.9 26.3 25.5
### 15 12 12 12 12 12 12 12	17.11 47.11 47.11	2 2 2 2 3 3 4 4 4	22.5 22.1 21.8 21.5	24.1 23.6 23.1 22.7
FEGERAL TOTAL DISTANCE FOR EACH STATE AND STA	1.74 1.74 1.74 1.75	A 10 0 10 0	21.0 20.8 20.6 20.4	21.H 21.4 21.0 20.6
	42.11 42.0 42.11 42.11	20.00 20.00 20.00	19.7 19.3 19.0 14.7	19.8 19.4 19.8 18.6
PRECENT TOTAL DISTANCE PRECEN	42.4 42.4 47.4 42.4	35.4 37.5 35.1 4 47 4	18.1 17.9 17.7 17.5	17.9 17.6 17.3 17.0
### Condition 10	12.0 42.11 42.11 42.11	37.1 37.2 37.4 37.8	17.2 17.0 16.9 16.8	16.4 14.1 15.8 15.4
PRECENT TOTAL DISTANCE PRECEDIT DISTANCE PRECENT TOTAL DISTANCE PRECENT TOT	41.9 41.9 41.8	36.4 36.7 36.3 35.4	16.5 10.4 16.2 10.0	14.6 14.0 13.4 12.9
The condition The conditio	11.1 41.5 41.5	24.0 00.0 00.00	15.7 15.4 15.4 15.3	11.5 4.2 2.2 1.6
Neg E	11.4	26.4	14.6	1.0
PRECENT TITLA DISTANCE PRECENT TOTAL DISTANCE PRECEDED TO STATE DISTANCE PRECENT TOTAL DISTANCE PR			dition	
PRECENT INTERIMENT PRECEN				
### 25 4 6 8 8	PERCENT TOTAL DISTANCE	PIRCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
### ### ### ### ### ### ### ### ### ##		,	* * *	* * *
### ### ### ### ### ### ### ### ### ##	42 0 42 0 42 0 42 0	42.0 42.0 42.0 42.0	27.0 27.11 25.7 25.2	28.8 27.1 25.3
### ### #### #### ####################	42 8 42 8 42 0 42 0	42.0 42.0 42.0 42.0	24.4 24.2 24.8 23.8	23.2 22.3 21.5 20.9
42.0 42.0 42.0 42.0 42.0 42.0 43.0 44.1 30.8 19.5 30.3 13.4 43.2 20.3 20.1 19.0 20.7 33.4 43.7 12.5 17.4 42.1 19.0 50.7 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.0 33.4 43.4 4	42.0 42.0 42.0 42.0	42.0 41.9 41.8 41.3	23.4 23.3 23.0 22.5	19.8 19.3 1H.9 18.6
42.0 42.0 42.0 42.0 42.0 42.0 42.0 34.7 384.0 38.4 4 2 20.5 20.3 20.1 19.4 10.5 5 4x 17.0 16.6 16.7 15.4 10.5 4x 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.0 16.4 10.5 10.5 10.5 10.5 10.5 10.5 10.5 10.5	42.8 42.8 42.9	48.4 48.1 39.8 19.5	21.7 21.4 21.1 20.9	18.0 17.7 17.5
42.0 42.0 42.0 42.0 42.0 42.0 42.0 42.0	42.0 42.0 42.0 42.0	39.1 38.9 38.7 38.6	20.5 20.3 20.1 19.H	17.0 16.9 16.7 16.5
42.0 42.0 42.0 41.9	42.0 42.0 42.0 42.0	58.3 34.2 3R.1 37.9	19.2 18.9 18.6 18.3	16.0 15.9 15.7 15.5
41.0 41.8 41.6 41.4 73.56.5 36.1 35.7 35.1 34.5 75.0 16.8 16.6 16.5 16.4 16.5 16.4 17.5 17.5 17.5 17.5 17.5 17.5 17.5 17.5	42.0 42.6 42.0 42.0	37.6 37.5 37.2 37.0	17.8 17.4 17.9	15.7 15.8 14.8 14.7
41.2 40.9 40.6 40.2 30.7 94 33.5 31.2 30.2 29.2 94 16.3 16.2 16.0 15.8 15.7 15.0 15.0 17.0 17.0 17.0 17.0 17.0 17.0 17.0 17	41.0 41.9 41.8 41.6	36.5 36.1 35.7 35.1	16.9 16.8 16.6 16.5	14.3 14.1 13.9
SAND 33.3 35.8 33.8 31.8 34.8 34.8 34.8 34.8 35.8 35.8 35.8 35.8 35.8 35.8 35.8 35	11.2 40.9 40.6 40.2	35.6 52.3 31.2 31.2	16.3 16.2 16.0 15.H	13.0 17.5 17.1 11.0
PERCENT TOTAL DISTANCE PERCEN	38.7 37.3 35.0 33.0	29.4 27.1 27.0 26.4	15.5 15.4 15.2 15.1	18.4 3.4 7.8 1.4
Sand Condition PERCENT TOTAL DISTANCE PERCENT TOTAL	29.H			
REGENT TOTAL DISTANCE X		Sand Co	ndition	
X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 X = 0 <th< td=""><td>PERCENT TOTAL DISTANCE</td><td></td><td></td><td>PERCENT INTAL BISTANCE</td></th<>	PERCENT TOTAL DISTANCE			PERCENT INTAL BISTANCE
42.0 42.0 42.0 42.0 42.0 42.0 42.0 42.0		, ,		
1x 42.0 42.0 42.0 42.0 42.0 42.0 42.0 42.0	42 0 42 0 42 0	42.0 42.0 42.0	21.0 21.0 20.9 20.9	21.8 21.0 21.0 21.0
72. 42. 42. 42. 42. 43. 44. 44. 53. 44. 44. 53. 44. 44. 53. 54. 54. 54. 54. 54. 54. 54. 54. 54. 54	42 11 42 0 42 0	42.0 42.0 42.0	19.8 19.3 19.0 14.7	20.H 20.3 19.8 19.4
42.0 42.0 42.0 42.0 42.0 42.0 42.0 42.0	42 0 42 0 42 0 42 0	42.11 41.0 41.8 41.3	18.3 18.1 17.9 17.7	18.8 18.5 18.7 18.8
12.0 42.0 42.0 42.0 42.0 42.0 42.0 42.0 4	2 4 4 6 4 6 4 6 6 4 6 6 6 6 6 6 6 6 6 6	48.4 48.1 19.8 10.5	17.4 17.2 17.8 16.8	17.3 17.8 16.7 16.4
42.0 42.0 42.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0 41	42 0 42 0 42 0 42 0	30.1 35.9 18.7 38.6	16.5 16.3 14.1 15.9	15.9 15.7 15.5 15.3
42.0 42.0 42.0 41.0 42.0 41.0 42.0 42.0 34.0 34.0 34.0 34.0 34.0 14.0 14.0 14.0 14.0 14.0 41.0 41.0 4	42 0 42 0 42 0 42 0	38.3 38.2 58.1 17.9	15.7 15.5 15.4 15.2	14.9 14.7 14.6 14.4
41.9 41.4 41.8 41.4 41.6 41.4 41.8 41.6 41.8 41.6 41.8 41.8 41.8 41.8 41.8 41.8 41.8 41.8	42.0 42.0 42.0 42.0	37.6 37.5 37.2 37.0	15.1 14.9 14.8 14.7	14.0 13.8 15.6 15.4
41.2 40.0 40.4 40.2 30.7 AX 33.4 52.3 31.2 31.2 31.2 31.2 31.2 31.2 31.2 3	41.0 41.0 41.6 41.6	36.5 36.1 35.7 35.1	14.4 14.3 14.1 14.0	12.7 12.7 11.4 11.4
38.7 37.3 35.0 33.3 31.3 0x 28.4 27.7 27.0 26.4 25.8 0x 12.9 12.4 11.9 11.6 0x 8.9 3.8 2.1 1.5 29.8 10.8 11.9 11.6 11.8 11.8	41.2 40.9 40.6 41.2	33.6 32.3 31.2 31.2	13.4 13.7 13.6 13.5	19.7 10.3 10.0 9.7
102 11.2	38.7 37.3 35.0 33.0	28.4 27.7 27.9 26.4	12.9 12.4 12.2 11.9	9.9 3.R 7.1 1.5
	29 H	25.8	11.2	194 1.0

Table B21 Speed Profile for M109Al, 155mm, Self-Propelled Howitzer for HIMO Mid-East Study Area

PERCENT TOTAL BISTANCE	and the Condition		
PFREENT TOTAL BISTANCE	Day Conds		
PERCENT TOTAL BISTANCE	THINA FIRE		President Total Distance
	PERCENT TOTAL DISTANCE	PERCFET TOTAL DISTANCE	Turker In the Colorest
		****	* *
•		11 9 81 8 11 1 10.7	31.0 31.8 31.8
# 32.8 32.8 32.8	32.11 32.11 37.11	106 5 01	31.4 31.0 30.7
32.0 32.0 32.0	32.0 32.0 32.0 32.0	3.07 1 24 1 24 5	29.3 24.2 27.0 26.0
32.0 32.0	32.0 32.0 32.0 32.0	20 0 00 1 00 0 00 0	23.9 23.4 27.8
12.0 12.0 17.0	12.4 32.4 32.0 32.0	74.0 74.3 74.8 73.1	21.9 21.4 21.1 28.8
12.0 12.8	32.0 32.0 32.0 32.0	4x 23. 11 27. 1 27. 1 1.9 71.0	20.2 19.9 19.5 19.3
32 0 53 0 57 6	32.0 32.0 32.0 32.0	21.3 21.0 20.8 20.6	18.7 18.4 18.1 17.7
20 00 00	32.8 31.9 31.9 T1.7	10.0 19.7	17.1 16.8
32.0 31.0 31.0	41 2 31.0 38.8 30.6	19.4 19.3 19.1 19.0	14 K 14 9 15 K 16 B
11.8 31.8 31.8 31.0	20 H 20 H 28 3 27.6	18.6 18.5 18.3 18.2	11 0 11 1 10 1
st.6 31.4 31.3 31.1	24 5 24 0 25.5 24.8	17.9 17.8	0.11.4 11.0
30.7 30.1 28.9 27.8			
14x 20.0			
	Wet Condition	tion	
100010000000000000000000000000000000000	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PFRCENT TOTAL BISTANCE
PERCENT TOTAL DISLANCE			
	N 4 4 6 BEX	2 4	2 2 2 2
1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	32.0 32.0 32.0	29.3 20.3 28.3	2000
1 57 H 57 H 57 H 57 H 59 H	32.0 32.0 32.0	26.3 25.6 25.2 24.8	מינו מינו
36. 11 36. 11 36. 12	32.0 32.0 32.0	23.9 23.4 23.0 22.7	17.4 17.2 17.11 16.4
27.0	31 32.0 32.0 32.0 32.0 32.0	21.7 21.5 21.3	16.6 16.5 16.4 16.3
32.4 37.4 37.6	32.0 32.0 32.0	20.7 20.4 20.2 20.0	16.0 15.9 15.7 15.5
12 0 12 0	32.0 37.9 31.9	10.6 19.4 19.2	15.2 15.8
11.0 11.8	31.8 31.7 31.6 11.4	18.H 18.7 18.6 18.5	
11 H 11 H 11.8 11.7	30.9 30.7 30.5 39.1	18.2 1H.0 17.9 17.H	13.7 13.1 12.1 11. 7
41 4 31.7 31.1 31.0	29.2 28.3 27.5	17.5 17.4 17.2	4 1 0 7 0 0 0 0 .
10 4 29.6 28.5 27.1	25.0 24.5 24.0		
25.0	10x 23.0	14 15.5	
	and a second	***************************************	
Total Control of the	STATE TOTAL DISTANCE	PLACENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
PERCENT HILLY BISTANIS			
A A A	2	2 4 4	
32. 0 32.0 32	32.0 37.0 12.0	15.2 15.2 15.2	2, 1, 7, 7, 10, 11, 11, 11, 11, 11, 11, 11, 11, 11
12.0 12.0 32.0	32.0 32.0 32.0 32.0	15.1 15.1 15.1 15.0	
12 11 12.0 12.0	32.0 32.0 32.0	14.5 14.5	13.7 13.6 13.5 13.4
42 0 42 0 42.0 32.0	32.0 32.0 32.0 32.0	14.4 14.5 14.2 14.1	13.2 13.1 13.1 17.0
12 11 12 11 12 11 12 11	4x 12.0 32.0 32.0 12.0 12.0	44 14.0 13.9 13.4 13.7 11.6	17.0 17.0 17.4 17.7
10 10 11 12 11 12 11	42 11 12.0 42.0 41.9	13.5 13.4 13.4	11.0 11.7 11.5 11.4
32.8 32.8 32.8	11 8 11.7 11.6 11.4	15.3 15.2 13.1 15.1	11.1 10.8 10.6 10.5
31.9 31.9 31.9	1 1 2 10 7 10 5 11 1	13.0 12.9 12.8 12.8	10.0 9.7 0.5 9.3
31.8 31.8 31.8	27.5	12.6 12.5 12.4 12.3	8.8 8.7 8.4 8.7
31.4 31.3 31.1 31.1	0 4 K O K O B B O B B O B B O B B O B B O B B O B B O B B O B O B D B O B O	11.8 11.5 11.3 11.8	7.6 7.8 7.0
38.4 29.6 2H.5 7/.1			101 6.5
14x 25.0			

Table B22 Speed Profile for MOT, 175mm, Self-Propelled Howitzer for HIMO Mid-East Study Area

	Dry Condition		
PERCENT TOTAL DISTANCE	PLACENT TOTAL DISTANCE	PERCENT TUTAL DISTANCE	PERCENT INTAL DISTANCE
	* * * * * * * * * * * * * * * * * * * *	N Y Y & WEN	* * *
*** * ***		9 31.7 30.8 30.5	31.0 31.8 41.H
32.0 32.0 32.0	20 20 00	29.3 28.5 28.0	31.7 31.4 30.9 30.5
12.0 32.0 32.4 32.0	36.11 37.11 36.11	26.5 25.9	29.1 28.0 26.9 25.9
32.0 32.0 32.0 12.0	37.11 37.11 37.11	24.5 24.1 21.9 24.6	24.4 23.7 23.1 22.4
32.0 32.4 32.4 32.0	32.11 37.11 37.11 37.11	22.4 22.6 22.2 21.8	21.7 21.3 21.0
32.0 32.0 32.0 32.0	32.11 32.11 37.11 32.11	21 2 24.0 20.7 24.5	20.1 19.7 19.4 19.1
32.0 32.0 12.0	32.4 32.4 32.4 32.4	20 1 10 0 10 8 10 7	18.6 14.3 18.0 17.6
31.9 41.9 41.8	32. 1 31.0 31.9	10 4 10 2 10 1 18 0	16.3 15.8
31.7 31.7	31.2 31.0 30.7 30.5	2 4 1 4 1 8 2 1 8 2	14.7 14.11 13.4 12.8
31.3 31.2 31.0	29.8 29.8 28.2	13 0 17 7 17 6 17 1	11.6 11.0 10.2 9.5
58.6 38.8 28.8 27.7	9x 26.4 25.9 25.4 25.8 24.6		4.2
9.50 X	n. v.		
	Wet Condition	Ition	
The State of the S	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL BISTANCE
X 2 4 6 8	*	x=0 2 4 6	X=# 2 #=X
0 32.0 32.0 32	n 32.0 32.0 12.0	29.2 29.2 29.2 28.2	73.7 21.6 24.F
12.0 32.0 32.0 32.0	32.0 32.0 32.0	26.2 25.5 25.1 24.4	19.6 16.8 18.8 17.9
12.0 32.0 32.0 32.0	32.0 32.0 37.0 12.0	23.8 23.3 23.0 22.6	17.4 17.2 17.4 16.8
12.11 52.11 52.11 12.11	37.6 37.6 37.6 32.6	21.4 21.1	16.6 16.4 16.3 16.2
12.0	4x 32.0 32.0 32.0 32.0 32.0		15.4 15.8 15.6 15.4
32.0 32.0 32.0 32.0	32.0 32.0 31.9	19.5 19.3 19.2 19.0	15.1 14.9 14.7 14.5
31.9 31.8 31.8 TI.A	31.7 31.6 31.3	18.7 14.4 18.5 18.4	=
31.7 31.7 31.7 31.6	30.9 30.7 30.4 16.1	18.1 17.9 17.8 17.7	13.1 12.9 17.1 12.5
31.3 31.2 31.0 30.9	29.2 2H.3 27.5 26.H	17.4 17.3 17.1 17.0	11.6 11.4 11.0 10.6
34.3 29.5	25.5 25.11 24.5 24.0	16.7 16.5 16.3 16.1	9.H 9.4 B.B h.3
24.9		10x 15.4	1 x x 2
	Sand Condition	dition .	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
			x
* * *			14.2 14.1 14
32.0 32.0 32.0 32.0	32.11 32.11 37.11	1 14 1 14 1 14 1 14 1 14 1 14 1 14 1 1	13.9 13.8 13.7 13.5
32.0 32.0 32.0 32.0	32.11 32.11 32.11 32.11	14.9 14.4 14.4	13. 1 13. 2 13.1
32.4 32.4 32.6	12. 11 32. 11 32. 11 12. 11	14.2 14.7 14.1	12.9 12.4 12.7 12.6
32.0 32.0 32.0	32.0 52.0		12.4 12.2 12.1 11.9
32. 11 32. 11 32. 11 32. 11	32. 11 32. 11 37. 11 17. 11	11 2 11 2 11 11 11	11.0 11.4 11.7 11.1
32. A 32. B 32. A 32. B	32.11 32.11 32.11 11.9	100 100 100 100 100 100 100 100 100 100	10. H 10. 6 10. 4 10. 2
31.9 31.H 31.H 31.H	31.8 31.7 31.0	12 7 12 6 12 6 12 6	9.7 0.5 0.7
31.7 31.7 31.7 31.6	38.4 38.7 38.4 38.9	10 1 10 0 10 1	H. F. 4 8.7 H. 6
31.3 31.2 31.8 30.9	29.2 24.3 71.3 70.0	11 5 11 3 11 0 14 7	7.6 7.8 7.9 6.7
0x 38.3 24.5 28.2 27.8 25.4	75.7 25.11 24.7 74.11		
4 . 4	101 21		

Table B23
Speed Profile for M110E2, 8 in., Self-Propelled Howitzer
for HIMO Mid-East Study Area

	Dry Condition		PERCENT TOTAL DISTANCE
PERENT TOTAL DISTANCE	PERCET TOTAL DISLANCE	PERCENT TOTAL DISTANCE	
		X X X X X X	2 4 4
* * *	12.0 32.0 32	31.9 31.7 30.8 30.5	
32.0 32.0 32.0 32.0	32 6 32 6 32 8	50.2 29.3 28.5 28.0	31.7 31.4 39.9 38.5
32.0 32.0 32.0 32.0	35.0 35.0 35.0 35.0	26.5 25.9 25.3	29.1 28.0 26.9 25.9
32.0 32.0 32.0 12.0	36.11 36.11 32.11	24.5 24.1 23.9 23.6	24.4 23.7 23.1 22.6
32.0 32.0 32.0 32.0 32.0	32. 11 37. 11 37. 11 37. 11	22.9 22.6 22.7 21.8	21.7 21.3 21.4 20.6
32.0 32.0 32.0 32.0	37.8 37.8 37.9 17.8	7 2 24 9 24 7	20.1 19.7 19.4
12.0 32.0 32.0 32.0	32.11 32.11 32.11 32.11	20 1 10 0 10 4 10 7	18.6 18.3 18.0 17.6
11.9 31.9 31.9 11.8	32.0 31.0 31.9 31.6	10 4 10 2 10 1 18.0	16.6 16.2 15.8
11 H 31. R 31.7 31.7	31.2 31.0 30.7 30.5	10.1 19.0 19.1	14.6 14.0 13.3 12.7
41 5 11.3 31.2 31.0	24.8 28.2 27.6	18.4 18.5 10.7	11.6 11.h 10.2 9.5
40 6 30 0 28.H	25.4		
25.9	10x 24.0	1 nx 16.4	
	Wet Condition	Ition	
			DEBCENT TOTAL DISTANCE
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PIRCENI UITAL DISTANCE	The state of the s
	2 4 6	X=8 2 4 6 H	4 4
2 4 6	1 61 0 67 0 61	2 20.2 20.2 5	21.6 21.R
32.0 32.0 32.0	36 11 37 11 32 11	26.2 25.5 25.1 24.8	18.8 18.5 17.9
32.0 32.0 32.0 32.0	1 2 1 12 1 12 1 12 1 32 1 32 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 32 1 1 3	23.3 23.0 22.6	17.4 17.2 17.0 16.8
	42 11 32 11 32 11 32 11	21.9 21.6 21.4 21.1	16.6 16.4 16.3 16.2
32.11 32.11 32.11 36.11	12 11 32.11 32.11 32.11	20.6 20.3 20.1 19.9	15.9 15.8 15.6 15.4
32.0 32.0 37.0 37.0	\$2.0 32.0 37.0 31.9	19.5 19.3 19.2 19.0	15.1 14.9
32.0 37.0 37.0 32.0	31. H 31.7 31.6 31.3	18.7 14.6 18.5 18.4	14.1 13.9 13.7 13.5
7 11 7 11 6	30.9 30.7 30.4 30.1	18.1 17.9 17.8 17.7	15.1 17.9 17.1 17.5
31.7 21.0 41 0 30 0	28.3 27.5 26.8	17.4 17.3 17.1 17.0	11.4 11.4 11.0 18.5
31.3 31.7 31.11	25.5 25.4 24.5 24.0		9.H 9.4 B.H H.S
A	23.0	10x 15.4	10x 5.4
	Sand Condition		DANGE TOTAL DISTANCE
PERCENT TOTAL DISTANCE	PERCENT FOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL STREET
	* * *	X=0 2 4 4 R	¢
X=0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	32.11 32.11 12.11	5 14	14.3 14.2 14.1
37. 8 37. 8 37. 8 37. 8	12 0 12.0 52.0 32.0	14.4 14.4 14.4	13.9 13.8 13.7 13.5
32.0 37.0 37.0 37.0	42 11 32 11	14.2 14.2 14.1 14.0	13.3 13.3 13.2 13.1
32.6 37.8 37.8 37.9	43 11 32 11 32 11 32 11	13.9 13.4 13.7	12.8 12.7 12.6
1 17 1 17 1 17 1 17 1 17 0 17 1 17 0	12. 0 32.11	13.6 13.5 14.4	12.4 12.2 12.1 11.9
22 0 42 0 42 0 42 0	9 11 12 11 52 11 57 11 69	13.2 13.2 13.1 15.1	11.6 11.4 11.2 11.1
41 0 11 E 41 B 41 B	31.8 31.7 31.6	12.9 12.9 12.8 12.8	10.4 10.6 10.4 10.7
11 7 11 7 41 7 11 6	30.9 30.7 50.4 30.1	12.7 12.6 12.6 17.5	4.7 9.4 9.2 9.8
11 2 11 0 10 0	27.5 26.8	12.3 12.2 12.1 12.0	8.6
1 3 20 6 28.2 27.0	25.5 25.11 24.5 24.11	11.5 11.3 11.0 10.7	7.6 7.3 7.9 6.7
24 9			19x 4.7

Table B24 Speed Frofile for M88 Medium Recovery Vehicle for HIMO Mid-East Study Area

PERCENT TOTAL DISTANCE			
PERCENT TOTAL DISTANCE	Dry Condition		
	PERCENT TUTAL DISTANCE	PERCENT TOTAL DISTANCE	LINUIN IN I
		* * *	2 4 4
x x x c ==x	4	29.1 29.1 29.1 29.1	29.1 29.1 29.1
4 29.4 29.4 29.4	29.11 29.11 29.11	29.11 24.9 28.9 24.8	29.0 28.9 28.9 2H.R
29.4 29.4 29.4 29.4	10.62 0.62	78 2 2H. 0 27.8 27.7	24.3 2H.0 27.4 26.8
20.4 20.4 29.4 29.4	20.0 20.0 20.0	27 3 27.1 27.0 26.7	25.5 24.8 24.1 23.6
20.4 29.4 29.4 24.4	20.11 20.11 29.11 29.11	24 2 24.7 25.2 24.7	22.4 21.9 21.4 21.8
20.4 20.4 20.4 20.4	29.11 29.11 29.11	26 7 21 1 22 0 22 6	19.9 19.5 19.1
20 1 20 1 29.1 29.3	24.8 29.8 29.8 29.8	21 0 21 7 21 4 21 3	19.4 18.1 17.7 17.4
29.3 29.3 29.3 29.3	6x 29.0 29.0 29.0 29.0 24.9		16.H 16.4
20 1 20 1 20.2 20.2	28.9 24.9 28.8 24.7	200 4 01 2 01 0 01	15.0 14.6 14.3 13.9
20 2 20 2 20 2 20 2	24.1 27.4 26.8 26.2	2.51 4.41 /.61 5.51	13.3 12.9 12.5 12.1
22 0 24 4 27.4 26.4	25.2 24.8 24.4 24.0	18.7 IR.4 IR.6	7.1
24.8	10x 23.1	1114 1/.0	
	Wet Condition	ition	
		2000 1000 1000 1000 1000	PENCENT TOTAL DISTANCE
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENI IDIAL DISTANCE	
		X=1 2 4 6 H	2 4
•	20 11 20 11 20 11 20	1 27.4 27.4 27	27.0 25.8 24.9 23.7
29.4	30 0 30 0	27.0 26.9 26.7 26.4	22.0 21.1 20.3 19.7
29.4 29.4 29.4 29.4	20 0 20 0 20 0 20 0		2x 14.7 14.3 14.9 17.7 17.5
20.4 29.4 29.4 29.4	20 11 20 11 20 11 20 11	24.9 24.7 24.5 24.3	17.3 17.1 17.0 14.9
20.4 29.4 29.4	20 0 20.0 20.0 20.0	23.8 23.4 23.0 22.6	16.6 16.4 16.3 16.2
20.4 29.4 29.4 29.4	29 0 29 11 29 11 29 0	21.8 21.5	15.6 15.1
24.3 24.3 24.3	29.0 29.0 29.0 28.9	20.6 20.4 20.2 20.1	14.7 14.5 14.5 14.1
200 1 20 1	28.8 28.7 28.4	19.7 19.6 19.4	13.6 13.4 13.7 13.8
200 200 200 200 200 200 200 200 200 200	27.7 26.9 26.2 25.6	18.7 18.4 18.2	17.5 17.5 17.0 11.8
24.5 54.5 74.6	24.0 23.6		11.6 10.9 1".6
0.62	22.2	18x 16.3	
		2444	
	Sand Condition	Idition of the Total Digitable	PERCENT TOTAL DISTANCE
PLRCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	3	
	2 4	x=n 2 4 6 R	X=0 0 4 4
2	0.00 0.00	18.3 18.3 18.2 18.2	14.5 14.5 18.5 18.2
29.4 29.4 29.4	30 0 30 0	18.1 18.1 18.0 17.H	1/.9 1/./ 1/.4 1/.3
29.4 29.4 29.4	0 00 0 00 0 00 0	17.4 17.2 17.1 17.0	
29.4 29.4 29.4	1.62 1.62 n.62	14. R 16.7 16.6 10.6	15.8 15.6 15.3 15.1
29.4 29.4 29.4	0 CC 0 10 CC 0 CC 0 CC X	4x 16.4 16.5 16.2 16.1 16.8	4x 14.7 14.5 14.5 14.1 13.9
20.4 20.4 20.4	1	15.9 15.7 15.6 15.5	13.6 13.4 13.2 12.9
29.3 24.3 20.3 29.3	0 10 0 00 0 00 0 00	15.3 15.2 15.1 15.0	12.4 12.2 11.9 11.7
29.3 29.3 29.3 29.3		14.H 14.7 14.6 14.5	11.11.11.1
20.3 24.3 29.2 29.2	74.9 28.6 20.0 26.4	14.1 14.9 13.R	10.4 10.2 10.1 0.0
20.5 20.2 20.5 20.5	23 6 23 1	13.5 13.3 13.1 12.9	9.6 9.4 9.3 9.1
9x 28.7 28.1 26.9 25.8 24.9	24.5 64.0 64.0	10x 12.3	14x 6.6
10x 24.0	10x 22.7		

Table B25 Speed Profile for IPV/CFV Infintry or Cavalry Fighting Vehicle for HIMO Mid-East Study Area

Primary Roads	Secondary Roads	Trails	
	Dry Condition	tion	
PERSONAL TRIAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCFET TOTAL DISTANCE
		,	× * c
H 4 4 4 H	2 4 6	4 4 2 0	39.1 38.2 36.8
0 40.0 40.0 48.0	40.0 40.0 40.0 40.0	32 0 34 0 40 0 0	35.6 35.3 35.1 34.9
40.0 40.0 40.0	40.0 40.0 40.0 40.0	20 1 00 7	33.1 32.1 41.9
40.0 40.0 40.0	40.0 40.0 40.0	24.0 24.1 24.1	28.7 27.7 26.9
40 4 40 0 40 0 411.0	40.0 40.0 40.0	2000 1000 1000	24.7 24.1 23.6 25.1
0 40 0 40 0 40	40.0 40.0 40.0 40.0	24.4 74.0	22.2 21.9 21.5 21.1
	40.0 40.0 40.9 40.0	23.2 22.8 22.5 22.2	24 2 10 0 10 5
40.0 40.0 40.0	10.0 10.7	21.4 21.1 20.9	19 0 14 4 18 2 17 0
40.0 40.0 40.0 40.0	20 0 30 4 60 0 17.6	20.6 20.4 20.3 20.1	201 9.01
48.0 40.0 40.8	34.0 30.0 30.0	19.8 19.6 19.4 19.2	17.1 16.5 16.1 15.7
44.4 34.4 30.7 30.5	36.1 34.8 33.0	18 8 18 6 18 4 18 T	
	38.7 29.9 29.7 76.3	17.3	10x 4.3
10x 30.7			
	Wet Condition	tion	
		PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE		
		x=0 2 4 6 B	2 4 K
4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	14. N 11. R 12	30.6
x 40.0 40.0 40.0 46.0 40.0	40.04 40.0	0 0 0 0 0 0 0 V	25.8 24.6 23.2
40.0 40.0	40.0 40.0 40.0 40.0	2 1 2 0 1 2 2 2 3 2 3 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	20.8 20.3 19.8
46.0 40.0 40.0 40.0	40.0 46.0 40.0 40.0	0017 1017 0003 0003	10.1 18.8 18.6 1F.3
40 0 40 0 40 0	48.8 48.8 48.8 48.8	20 6 21 2 22 2 23 5	17.9 17.7 17.6 17.4
40 0 40 0 40 0	40.0 40.0 40.0 40.0	24.5 24.2 23.3 73.3	17 1 17 0 16 8 16 7
40 0 40 0 40.0 40.0	40.0 40.0	57.1 57.3	14 4 14 2 14 0
40 0 40 0 40 0 40 0	39.0 39.6 39.2	20.4 70.0	16 A 16 2 14 0 14 7
4 0 40 0 40 0 40 B	38.5 38.1 37.5 36.8	20.3 20.1 20.0 19.8	14 2 13 0 13 6 14
10 6 10 1 10-1	35.1 33.7 32.4	19.6 19.4 19.1	14.6 13.9 13.9 13.9
17 4 14 1 14 0 172.1	24.5 27.8 27.1	18.6 18.4 18.2 1H.1	6.0 6.11 8.11
29.1		14x 17.1	
	Sand Condition	itton	
		DI DOCK TOTAL DISTANCE	PERCENT TOTAL DISTANCE
PERCENT THITAL DISTANCE	PERCENT TOTAL DISTANCE	בניצרים ווויאר מו זיינים	
	***************************************	X=# 7 4 6 H	2 4 4
*	07 0 07 0 07 0 07	2 26.1 25.9 25.8 25	24.4 27.6 26.8 26.6
40.0 40.0	0 00 0 00 00 00 00 00	24.8 24.2 23.5 23.1	25.9 25.5 25.1 24.7
40.0 40.0 40.0	48.8 48.8 411.8 48.0	22.3 22.0 21.7	23.6 23.0 22.6 22.1
46.0 40.0 40.0	40.0 40.0	21 2 21 0 20 7	21.1 20.7 20.3 19.9
40.0 40.0 40.0 40.0	48.0 48.0 40.0 40.0	1 0 1 1 1 1 0 6 10 4	18.0 18.5 1H.S.
40 0 40 6 40 0 50 0	40.0 40.0 40.0 40.0	1 19. V 19. 1 19. 1	17.5 17.2 16.0
40 40 40 40 40	40.0 40.0 40.0 40.0	19.11 1P.9 1H.7 1H.5	16.3 16.0 15.7 15.4
	39.9 39.0 39.6 39.2	18.3 18.1 18.1 1/.H	14. H 14. 4 14.1 15. H
48.0 48.0 48.0	38.1 37.5 36.8	17.5 17.3 17.2 17.8	11 2 12 0
46.6 48.8 39.9 39.8	15 1 13 7 32.4 31.3	16.5 16.4 16.2	10 1 10 1 0 1
39.6 39.3 39.1 38.8	24 5 27.8 27.1	9x 15.8 15.5 15.3 15.0 14.7	" " " " "
9x 37.4 36.1 34.8 32.1 38.5		10x 14.3	1. * · ·
10x 29.1	111 (7.1)		

Table B26

Speed Profile for GSRS, Ground Support Rocket System for HTMO Mid-East Study Area

PERCENT TOTAL DISTANCE X = 0	7 REF. 7 TOTAL 1 10 41.0 41.0 41.0 41.0 41.0 41.0 41.0	PERCET TOTAL DISTANCE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
NECENT TOTAL DISTANCA NECENT DISTANCA NECENT TOTAL DISTANCA NECENT NE	A1.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0 4	PERCET TOTAL DISTANCE	Suprementation of the second
X=0	2		10:10:10
X = 0	41.0 41.0 41.0 41.0 6.0 41.0 6.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0 41		The last the
41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	*	4 + c
41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0	41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0	36.0 36.0 36.0 15.5 35	48.8 46.8 30.9 38.6
41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0	41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0	33.7 32.7 32.0 31.5	37.2 37.1 36.7
41.0 41.n 41.n 41.n 41.0 41.n 41.n 41.n 41.0 41.n 41.n 41.n 41.0 41.n 41.n 41.n 41.0 41.n 41.n 41.n 30.2 38.n 35.9 34.1 31.1	41.8 41.8 41.8 41.0 41.0 41.0 41.8 41.8 41.8 41.8 41.9 40.4	30.8 30.6 50.1 29.4	35.7 34.5 33.5
41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0	41.8 41.8 41.8 41.8 41.8 41.9 40.4 40.9 40.7 40.4	21.7 27.3 24.9	10.1 29.2 28.3 27.4
41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0 41.0 40.9 40.8 40.4 30.2 38.0 35.9 34.1 31.1 31.1 71.1 01.1 01.51ANG	40.9 40.9 40.7 40.4	26.3 24.1 25.8 25.4	25.8 24.7 24.2
41.0 41.0 41.0 41.0 40.0 41.0 41.0 41.0 40.9 38.0 35.9 34.1 31.1 51.1 10141 DISTANC	40.0 40.9 40.7 40.4	24.5 24.1 23.8 25.4	73.3 75.8 27.6 22.2
41.0 41.0 41.0 41.0 40.9 40.8 40.4 39.2 38.0 35.9 34.1 31.1 ********************************	* ** * * * * * * * * * * * * * * * * * *	22.4 22.6 22.4 22.2	21.6 21.3
40.9 40.8 40.4 40.4 39.2 34.1 31.1 31.1 31.1 31.1 31.1 31.1 31.1	39.9 39.5 30.8 3H.3	21.4 21.6 21.5 21.3	19.9 19.5 19.2 18.8
31.1 31.1 31.1 31.1 31.1 31.1 31.1 31.1	36.7 35.3 34.1 13.0	8x 21.11 211.8 20.6 211.4 20.2	Hx 17.8 17.3 16.7 15.9 15.0
10.8 31.1 PFRCENT TOTAL DISTANCE X=0 2 4 6 8	30.3 29.5 28.8	28.0 19.H 19.7 19.5	14.1 13.3 11.9
PERCENT TOTAL DISTANCE		19x 18.4	1.4 4.4
PERCENT TOTAL DISTANCE	Wet Cond	Condition	
x=0 2 4 6 8	DEBCENT TOTAL DISTANCE	DERCENT TOTAL DISTANCE	PLDCELT TOTAL DISTANCE
* ~	Town I will be a second	L'ARTICLE MAINTENANT L'ARTICLE	THURST THE
	x=0 2 4 6 8	x=0 2 4 6 8	
41.8 41.8 41.8	41.0 41.0 41.0 41.0	36.0 36.0 35.6 34.0	37.6 35.7 31.8
41.0	41.0 41.0 41.0 41.0	31.9 31.2 30.8	27.9 26.6 25.4 24.2
41.0 41.0 41.0	41.0 41.0 41.0 41.0	30.0 29.7 29.2 28.6	21.6 21.1 20.7
41.0 41.0 41.0 41.0	41.0 41.0 41.0	27.5 27.1 26.7 26.4	19.9 19.6 19.3 19.0
41.0 41.n 41.n 41.0	41.0 41.0 41.0 41.0	25.9 25.6 25.2 24.8	18.5 14.3 18.1 17.9
41.0 41.0 41.0 41.0	41.0 41.0 48.9	23.9 23.6 23.2 22.9	17.6 17.4 17.3 17.2
41.0 41.0 41.0 41.n	40.9 40.9 40.5 40.1	22.4 22.2 22.0 21.8	16.8 16.7 16.4 16.2
41.0 41.0 40.9 40.8	38.8 38.2		
40.5 40.2 39.9 39.6	35.7 34.2 32.9 31.7	20.7 20.5 20.2 26.1	14.5 14.3 13.9 13.3
38.1 36.7 34.5 32.6	29.1 24.9 24.1 27.4	19.7 10.5 19.4 19.5	12.1 11.5 6.6 2.H
10x 29.4	1"A 73.4	-	
	Sand Co	Sand Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PLPCFET TOTAL BISTANCE
# Y 7 0 0=X	x=0 2 4 6 B	x x 4 % 0 x x	A 4 4 A 4
1 41.0 41.0 41	0 41.0 41.0	27.8 27.7 27.3 27.2 26	28.9 28.3 24
41.0 41.0 41.0 41.0	41.8 41.0 41.8 41.0	26.1 25.4 24.8 24.3	26.9 26.4 25.8
41.0 41.0 41.0	41.0 41.0 41.0	2.5.4	24.7 24.2 23.7 23.3
41.0 41.0 41.0 41.0	41.0 41.0 41.0 41.0	22.3 22.1 21.7 21.4	22.2 21.R 21.4 24.9
41.0 41.0 41.0 41.0	41.0 41.0 41.0 41.0	20.9 20.7 20.5 20.5	20.2 10.4 10.5
41.0 41.0 41.0	41.0 41.0 41.0 40.9	20.0 19.0 19.7 19.5	14.3 18.0 17.7
41.0 41.0 41.0 41.0	40.9 40.9 40.5 40.1	19.1 18.9 18.7	17.1 16.7 16.4 16.8
41.0 41.0 40.9 40.A	39.3 34.4 38.2 37.5	18.4 18.3 18.1 18.0	15.4 15.1 14.7 14.4
48.2 39.9 39.6	7 34.2 32.9 11.1	17.6 17.5 17.3 17.1	13.4
38.1 36.7 34.5 32.6	29.7 24.9 28.1 27.4	16.6 16.4 16.1 15.8	11.4 14.9 14.8 9.2
10x 29.4	10x 25.9	107 15.0	10x 4.1

Table B27 Speed Profile for MS78 Towing Mil3A1 for HIMO Mid-East Study Area

1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			
KENT TOTAL DISIANCE	Dry Co	Dry Condition	Participation of the Participa
x=# 2 4 6	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	
	x x x x x x x	2 4 6	7 4 6
	19.0 19.0 10.0 10.0	10.0 10.0 10.0 10.0	0 6
10.0 10.6 10.4 10.0	19.0 19.0 10.0	10.0 10.0 10.0	
10.0 10.0 10.0 10.0	10.0 16.0 10.0 16.0	10.0 10.0 10.0 10.0	10 4 14 4 10 10 10 10 10
14.4 14.4 14.0 10.0	10.0 10.0 10.0 18.0	10.0 10.0 10.0	
10.0 16.0 10.0 10.0	10.0 16.0 13.0	18.0 10.0 10.4 10.8	10 0 11 0 10
10.01 10.0 10.0 10.0	19.0 16.0 10.0 10.0	10.0 10.0 10.0 10.0	0 0 0 0 0
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 1	2 0 7 0 7 0 7
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0 1	4.0 4.0
10.0 14.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 0.9	
10.0 16.0 10.0 10.0	10.0 18.0 18.0 10.0	9.H 9.H 9.7	1.1 1.1 1.1
	10.0	10x 9.5	
	Wet Co	Wet Condition	
		SOME TOTAL DISTANCE	DEDCENT TOTAL DISTANCE
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	TALLE IN THE PROPERTY OF THE P	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	2 2 2	x x x x x x	
0 1 2 1 = X	10 0 10 0 10 0 10 10	10.0 10.0 10.0	10.0 10.0 10.0 10.0
10.00	10.0 10.0 10.0	10.0 10.0 10.0	10.0 16.0 10.0 10.0
18.11 16.11 11.11	10 0 16 0 10 1 1 0 0	10.0 10.0 10.0 10.0	14.0 16.0 10.0 16.8 1
2.01 2.01 0.01 0.01	19.8 18.8 10.0 18.0	11.0 10.0 10.0	10.0 16.0 0.9 9.9
2 11 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	10.0 10.0 10.0 10.0	10.0 10.0 10.0	8.6 8.6
5 10 0 10 0 10 0 10 0 10 0 10 0	10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.7 9.6 9.6 9.6
10 11 10 11 10 10 10	14.0 10.0 10.0 10.0	10.01 10.0 10.0 16.0 1	0.5 0.4
14. 6 19. 9 10.0	10.01 10.01 10.01	0.6 6.6 6.6	2.0 1.0
10.01 10.0 10.0 10.0	19.0 10.0 10.0 10.0	1.0 H.O H.O	1.0 1.0 0.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	0.6 9.5 9.4 9.4	
0.0	14x 10.0	10x 9.2	111 H. H. H.
	Sand	Sand Condition	
PERCENT TOTAL DISTANCE	PLACFET TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
		A A A A	x x 4 6 ==x
	V	H. H. B. R. H	H.7 H.7 H.6
10.0 10.0 10.0 10.0	10.0 16.0 16.0 19.0		R. 6 F. 5 R. 5 R. 5
10.0 11.0 11.0 11.0	19.0 18.0 18.0	8 7 8 7 8 7	R. 4 R. 3 R. 5 H. 3
19.0 10.0 10.0 14.	10.0 10.0 10.0 16.0	K 7 K 7	
19.0 11.0 14.0 11.0	10.0 18.0 18.0 18.0		H. N 7.9 7.9 7.8
14. 1 10.0 14.0 10.0 14.	10.11 11.11 11.11	- x - x - x - x - x - x - x - x - x - x	7.7 7.7 7.5
10.0 16.0 16.0 10.0	10.01 10.01 10.01	R. Y. Y. R. D. H. 7	7.4 7.3 7.7 7.1
18. 18. 18. 18. 18.	10.0 10.0 10.0	T T T T T	4.7 6.6 6.4
10.0 10.0 10.0 10.0 10.	10.0 16.0 10.0 10.0	7.0 7.0 7.8 7.7	6.1 5.9 5.7 3.5
11.11.11.11.11.11	10.0 10.0	7.4 7.3 7.1	1.4
	"" a lu. " " " " " " " " " " " " " " " " " " "	6.1	٥.٠
0.0 Kul	1.11 11.1		

Table B28
Speed Profile for M578 Towing MO7
for HIMO Mid-East Study Area

Primary Roads	Secondary Roads	Trails	OFF HOSE
		Dry Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT FOTAL DISTANCE	PERCENT TOTAL DISTANCE
2 4 4 4 4	* * *	2	x=" 2 4 6
1 19.8 16.8 16.8 1	0 10.0 10.0 10.0	x 10.0 10.0 10.0 10.0 10.0	
10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 1	10.4 14.0 10.0 10.0	17. 1. 16. 11. 11. 1	18.0 10.0 10.0 10.0
18.6 16.0 10.9 10.9 1	16.0 10.0 10.0 16.0	1 1	10.0 10.0 10.0 0.0
16.0 16.0 10.0 10.0 1	14.8 14.0 10.4 18.0	14. a 1a. h 10.0	9.9 9.8 9.8
10.0	5x 10.0 10.0 10.0 10.0 10.0	14. 11 14. 11 10. 11	9.7 9.7 9.6 9.4
10.010.010.010.01	10.0 10.0 10.0 10.0	0.0 0.0 0.6	9.5 9.4 9.4 9.3
14.4 16.0 16.0 18.0 1	10.0 10.0 10.0 10.0	4.0 A.0 4.0	9.1 9.1 9.0 H.9
10.0 10.6 10.0 10.0 1	10.0 10.0 10.0 10.0	9.7 9.6	8.7 K.6 8.5 K.3
19.0 19.0 10.0 10.0	10.0 10.0 10.0 10.0	9.4 9.3 9.2	3.5 2.0 1.4 1.1
10.0		8.8	10x 0.8
	Wet Cor	Wet Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
x=0 2 4 4 8	X=11 2 4 6 8	1 4 6 H	
01 0 10 0 10 0	01 0 10 0 10 0 10	1 0 1 0 10 10 1	10.0 10.0 10.0
10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0 10.0	1x 9.6 9.4 9.3 9.3
10.0 10.0 10.0	19.0 10.0 10.0 10.0	8.9 9.8 0.8 V.R	9.1 9.1 9.1 9.6
10.0 10.0 10.0 10.0	10.0 10.0 10.0	9.7 9.7 9.6 9.6	8.9 R.9 R.B H.B
14.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.5 9.5 9.4 9.4	8.7 4.7 8.6 8.6
16.0 10.0 14.0 16.6	10.0 10.0 10.0 10.0	9.4 9.3 9.3 9.3	H.4 H.4 H.3 H.3
10.0 10.n 10.0 10.	10.0 111.0 10.0 10.0	9.3 9.2 9.2 9.2	8.1 8.0 7.9 7.8
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.2 9.1 9.1 9.1	7.5 7.4 7.3 7.2
10.0 10.0 10.0 10.0 10		8.9 8.9 8.8	6.8 6.7 6.5 3.4
x 10.0 10.0 10.0 10.0	16.0 10.0 10.0	8.6 4.4 8.2 7.9	1.4 1.1 8.9 8.8
10x 9.0		×	
	Sand C	Sand Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
X=11 2 4 6 H	Y=0 2 4 6 R	•	x=0 2 4 6 B
n 10.0 10.0 1n	10.0 10.0 10.0	7.3 7.0 7.0 7.0	8.9 6.9 6.9 1
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	7.0 7.0 7.0 7.0	6.8 6.7 6.6 6.8
10.0 10.0 10.0 10.0	10.0 10.0 10.0	6.9 6.9 6.9	6.5 6.5 6.4 6.4
10.0 10.0 10.0	16.8 18.8 10.8 10.8	6.9 6.9 6.8 6.8	6.4 4.3 6.2 6.1
10.0 10.0 10.0 10.0 10.	14.0 10.0 10.0 10.0	6.7 6.7 6.7 6.7	5.0 5.9 5.8 5.7
14.0 14.0 10.0 10.0 14.	10.0 16.0 10.0 10.0	6.6 6.6 6.5 6.5	5.6 5.5 5.4 5.4
10.0 10.0 10.0 10.0 1	18.6 16.0	6.4 6.4 6.4 6.3	5.2 5.1 5.1
7x 16.6 16.6 16.0 16.0 16.	19.0 10.0 10.0 10.0	6.2 6.2 6.1 6.1	4.8 4.7 4.5 2.7
18.0 18.0 10.0 10.0 10.		5.A	
-	18.0 16.0	2,1 1.5 1.1 0.9	0.5 0.5 0.4

Table B29 Speed Profile for MS78 Towing M109A1 for HIMO Mid-East Study Area

## CFE.T TOTAL DISTANCE A	PEUCERT TELIAI DISTANCE x=u 10.u 1u.n 1n.n 1!!!! 1n.n 10.u 1u.n 1n.n 1!!! 1n.n 10.u 1u.n 1n.n 1!!! 1n.n 10.u 1u.n 1n.n 1!!! 1n.n 10.u 1!!!! 1n.n 1!!!! 1n.n 10.u 1u.n 1n.n 1!!!! 1n.n 10.n 1n.n 1n.n 1n.n 1n.n	DERCENT TOTAL DISTANCE X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	NEGENT THITAI DISTANCE X 10.0 10.0 10.0 10.0 10.0 1X 10.0 10.0 10.0 10.0 10.0 XX 10.0 10.0 10.0 10.0 10.0 XX 10.0 10.0 10.0 10.0 XX 0.0 0.0 0.0 0.0 XX 0.0 0.0 0.0 XX 0.0 0.0 0.0 0.0
### ### ##############################		PERENT TITAL DISTANCE NEED TO SEE NEED TO	x=0
7 2 4 4 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		A 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	7 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
19.0 11.0 11.0 11.0 11.0 11.0 11.0 11.0		A 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	10.0 1 10.0 10.0 10.0 10.0 10.0 10.0 10
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		1X 18.0 18.0 18.0 18.0 18.0 18.0 18.0 18.0	10.0 11.0 10.0 10.0 10.0 10.0 10.0 10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		7X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		74 10.0 10.0 10.0 10.0 54 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	9.6 9.6 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		74 10.0 10.0 10.0 74 10.0 74 10.0 74 10.0 10.0 74 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	9.6 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		7X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	9.6 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7
10.0 10.0 10.0 10.0 10.0 5 X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10		7X 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.01 11.	9.5 9.6 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5 9.5
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7. 7	8.0 7.1 8.1 1.1 0.1 1.1 0.1 1.1 0.1 1.1 0.1 1.1 0.1 1.1 0.1 1.1 1
110.0 10.0 10.0 10.0 10.0 10.0 10.0 10.		AX YER GENT TOTAL DISTANCE	3.5 2.0 1.4 1.1 0.8 PERCENT TOTAL
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		AX 9.0 V.4 4.4 9.5 PERCENT TOTAL DISTANCE	9.8 PERCENT TOTAL DISTANCE
N		PERCENT TOTAL DISTANCE	
N X = 0	4	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
7 RCF WT TOTAL DISTANCE X = 0 1	ERCENT TOTAL DISTANCE ***********************************		PERCENT TOTAL DISTANCE
7	10.0 10.0 10.0		
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	16.0 10.0 10.0	x x x x x x x x x x x x x x x x x x x	4 4 4 6 HEX
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.01		
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.01.01.01	10 0 10 0 10 0 10 0	0 5 0 4
19.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	֡		0 0 0 0 0 0
14.0 10.0 10.0 10.0 10.0 4x	10 0 10 0	10 0 0 0 0 0 0	20 10 10
B 10 10 10	11.0 10.4	44 9.7 9.7 9.6 9.6	
10 11 10 11 10 11 10 11 11 11 11 11 11 1	10.0 10.0 10.0	9.5 4.5 9.5	8.7 6.7 8.6 N.6
10 10 10 10 10 10 10 10 10 10 10 10 10 1	10.0 10.0 10.0	9.4 9.4 9.4	8.4 K.3 R.2 H.1
19.0 10.0 10.0 10.0 7x	10.0 10.0 10.0	9.3 9.2 9.2	7.9 7.H 7.7
10.0 10.0 10.0 8x	16.0 10.0 10.01	9.1 9.1 9.1 9.0	7.3 7.2 7.1 6.3
19.0 10.0 10.0 10.0 0.9	10.0 10.0 10.0	н. н. 7 н. я. 5	1.0 0.1
10,0	11.11		1.7
	Sand Condition	ndition	
PERCENT TOTAL DISTANCE PER	PERCENT TOTAL DISTANCE	PLUCENT FOTAL DISTANCE	PERCENT TOTAL DISLANCE
x x x x x x x x x x x x x x x x x x x	7 Y Y C UEX	x x c v=x	
8 18.0 18.8 18.8 18.0 x	18.8 19.0 18.8	7.3 7.3 7.3 7	7.3 7.3 7.3 7.5 7
10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0	7.3 7.3 7.3 7.5	7.2 7.2 7.1 7.0
10.0 10.0 10.0 10.0 10.0 7x	10.0 10.0 10.0 10.0 10.0	2x 7.3 7.3 7.3 7.4 7.4	8.4 8.8 P.A
10.0 10.0 10.0 16.0 10.0 8x	10.0 10.0 10.0	7.3 7.2 7.2 7.2	4.7 4.7 4.7 4.4
10.0 10.0 10.0 10.0 10.0	14.0 19.0 16.0	7.1 7.1 7.1 7.1	6.5 6.4 6.4 6.3
10.11 11.11 11.11 11.11	10.5 10.0 10.0	7.1 6.9 6.9	6.1 4.0 5.9 5.9
10.0 10.0 10.0 10.0	14.4 10.0 18.0	K.H 6.H 6.H 0.7	5.7 5.6 5.6 5.5
10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0	6.6 6.5 6.5 6.4	5.3 5.2 5.0 4.3
10.0 10.0 10.0 10.0 10.0 AX	10.0 10.0 10.0	6.3 6.7 6.1	AX 1.5 1.1 0.0 1.7 1.7
10.0 10.0 10.0 10.0 0.0		2.9 1.H 1.1 1.1	1.6 1.5 1.5 11.4
1 x 0.0 x 11	10.01	10x 0.8	10x 0.4

Table B30 Speed Profile for NS78 Towing M110E2 for HIND Mid-East Study Area

	Dry Co	Dry Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
	4	2 4 6 HEV	•
	10 4 10 0 10 0 10 0 10	10.0 10.0 10.0 10.0	10.0 10.0 10.0
0.01	10 0 10 0 10 0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
2. 10 0 10 0 10 0 10 0 10 0	10.01	2x 10.0 10.0 10.0 10.0 10.0	
	10 0 10 0 10 10 10 10 10 10 10 10 10 10	10.0 10.0 10.0 10.0	10.0 10.0 0.0
10.01 10.01 10.01	10 4 10 4 10 4 10 4	10.0 10.0 10.0 10.0	9.9 9.8 9.8 9.8
10.0 10.0 10.0		10.0 10.0 10.0 0.0	9.7 9.7 9.6 9.6
10.0 10.0 10.0	0.01 0.01 0.01	0.0 0.0 0.0	9.5 9.4 9.4 9.3
10.0 10.0 10.0 10.0	10.01 10.01 10.01	A.O A.O A.O	9.1 9.0 8.9
10.0 10.0 10.0 10.0		20 7 0 7 0 6	8.7 K.6 8.5 H.3
10.4 10.0 10.		0.4 0.4 0.5	3.5 2.0 1.4 1.1
0x 10.0 10.0 10.0 10.0 10.0	0.0	8-8	9.6
	Wet Co	Wet Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
•	2 4 6	0	
	10.0 10.0 10.0	14.0 10.0 14.0 10.0 1	10.0 10.0
10.0 10.0 10.0	19.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.6 9.4 9.3 9.3
10.0 10.0 10.0 10.0	14.0 10.0 10.0 10.0	8.0 8.0 H.0 0.0	9.1 9.1 9.1
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.6 9.6 1.6	A. W. H. W. H. H. H. H. H.
10.0 10.0 10.0 10.0	10.0 10.0 10.0	9.5 9.5 9.4	8.7 8.7 8.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.4 9.3 9.3	H. H. H. H. S. H. S. H. S.
10.0 10.0 10.0	6x 10.0 10.0 10.0 10.0 10.0	7.5 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6	7.1 8.1 7.1 8.2 7.4 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6 7.6
10.0 10.0 10.0	19.0 10.0 10.0 10.0	1.6 9.1 9.1	7.1 1.1 1.1
14.8 18.8 18.9 10.9	10.0 10.0 10.0 10.0	E.E. D.E.	0.0 0.0 0.0
10.0 10.0 14.0 14.0	10.0 10.0	N. N	1.1 1.9 0.8
10x 0.0		111 0.0	
	Send	Sand Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
	2 4 4	2 4 4 C 0=X	* * *
20 0 10 0 10 0 10	20 01 0 01 0 01	3 7.0 7.0 7.0	8.0 6.9 6.9
	10 0 10 0 10	7.0 7.0 7.0	4.8 6.7 6.6 6.6
	10 0 10 0 10	6.9 6.9 6.9	6.5 6.5 6.4 6.4
	10 0 10 0 10 0 10 0	8.0 6.0 0.A 0.A	6.4 6.5 6.2 6.1
	4x 10.0 10.0 10.0 10.0	4x 6.7 6.7 6.7 6.4	6.4 6.4
10 0 10 0 10 0 10 0	10 10 10 10 10 10	6.6 6.6 6.5 6.5	5.0 5.5 5.4 5.4
10.0 10.0 10.0	10.0 10.0 10.0	6.4 6.4 6.4 6.3	5.2 5.1 5.1 5.0
10.010.01	14.0 10.0 10.0	6.2 6.2 6.1 6.8	4.8 4.7 4.5 2.7
18.0 10.0 18.0 18.0	10.0 10.0 10.0 11.0	5.9 5.8 5.8 5.6	1.0 0.0 0.n
10.0 10.0 10.0 18.0	10.0 10.0 10.0 10.0	2.1 1.5 1.1 6.9	0.5 0.5 0.4
	6.6		10x 0.4

Table B31
Speed Profile for M578 Towing IFV/CFV
for HIMO Mid-East Study Area

Priest Total attacked by Secondary Roads	Primary Roads	Secondary Roads	- Chard 10	Off Road
PRECENT TOTAL DISTANCE PRECEN	TOWN INTERPRETATION OF THE PROPERTY OF THE PRO		TERTER	7501 110
PRECENT TOTAL DISTANCE PRECEDENT TOTAL DISTANCE PRECENT TOTAL DISTANCE PREC	PLOCENT TOTAL DISTANCE	Dry Co	dition	
PERCENT TOTAL DISTANCE PERCEN	The state of the s	PERCENT TOTAL DISTANCE	PERCFUT TOTAL DISTANCE	PERCFNT TOTAL DISTANCE
	, ,	•	* * *	* * *
PERCENT TOTAL DISTANCE 10	0 10 0 10 0 10 0 10 0	10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
	10.0 10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0
	14.0 14.0 10.0	14.0 14.0 14.0 14.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
10 10 10 10 10 10 10 10	10.0 10.0 16.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
	10.0 10.0 10.0	14.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 9.9
FEGENT TOTAL DISTANCE FERCENT	10.010.010.01	10.0 10.0 10.0 16.0	10.0 10.0 10.0 10.0	9.9 9.8 9.8
PERCENT TOTAL DISTANCE PERCEN	10 0 10 0 10 0 10 0	10.0 10.0 10.0 16.0	10.0 10.0 10.0 10.0	9.7 9.7 9.6 9.6
PERCENT TOTAL DISTANCE PERCEN	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 9.0 9.0 9.0	9.5 9.4 9.3 9.2
FERCENT TOTAL DISTANCE	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	0.H 9.R 9.7	9.0 9.0 8.9 8.8
PERCENT TOTAL DISTANCE FRECENT TOTAL DISTANCE FREE FRECENT TOTAL DISTANCE FRECENT TOTAL DIS	10.0 10.0 10.0	10.4 10.0 10.0 10.0	9.6 9.5 0.4 9.3	3.9 2.1 1.5 1.2
PERCENT TOTAL DISTANCE FERCENT TOTAL DISTANCE FERCEN	10.0	10.0	9.1	
FREENT TOTAL DISTANCE PERCENT		Wet Co	dition	
NEW CENT TOTAL DISTANCE NEW CENT TOTAL DISTAN				
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL HISTANCE
18.6 10.6 10.0 10.0 10.0 10.0 10.0 10.0 10	* *	•	*	
	19.0 10.0 10.0 10.0	10.01 0.01 0.01 0.01	0.01 0.01 0.01 0.01	10.0 10.0 10.0
	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0	9.0 9.8 9.7 9.6
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	19.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	6.6
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 9.0 9.0 9.9	0.2 0.2 0.2 9.2
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.8 9.8 9.7 9.7	9.1 9.1 9.1 9.0
110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.7 9.6 9.6 9.6	9.8 8.9 8.8 8.8
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	19.0 10.0 10.0 10.0	10.0 10.0 19.0 10.0	9.5 9.5 9.4	8.7 H.h R.5 B.4
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.4 9.4 9.3 9.3	9.2 H.2 B.1 B.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	14.0 14.0 14.0 10.0	9.3 9.2 9.2 9.1	7.7 7.6 7.5 6.4
SANG CONDITION SENT TOTAL DISTANCE	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.11 H.9 B.H H.7	1.7 1.3 1.0 0.8
Sand Condition FRCENT TOTAL DISTANCE				
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE		Sand C	ndition	
	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0				
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	X=11 2 4 6	A P 2 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	X X X X	7.6 7.4 7.5 7.5
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0 10.0	0.1 0.1 0.1	7.5 7.4 7.3 7.3
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.11 10.11 11.01 11.01	0.1 0.1 0.1	7.1 7.1 7.0 7.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	1.0 1.6 1.6	6.9
18.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.	0.01 0.01 0.01	1.3 1.9 1.4	6.7 6.7 6.5
10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01 10.01	18.0 10.0 10.0 10.0 10.	0.11 0.01 0.01 1.01	7.1 1.0 1.0	6.3 6.2 6.2
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 10.	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1.1 /.1 /.1	6.1 5.0 5.8 5.7
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 19.	0.01 0.01 0.01	7. 6. 6. 6. 7 6. 7	5.4 5.3 5.1 3.6
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 14.	0.01 0.01 0.01	0.0 0.0 0.0	1.3 1.0 0.8 0.7
0.0 10.0 10.0 10.0 0.0 0.0 0.0 10.0 10.	10.0 10.0 10.0 10.0 14.	10.0 10.0 10.0	2.0 6.4 6.3 6.2	***
0.0 X-1	10.0 10.0 10.0 10.0 0.	10.01 10.0 10.0	3.6 2.1 1.5	1.4
***	0.0 x0			

Table B32 Speed Profile for MS78 Towing GSRS for HIMD Mid-East Study Area

19.0 11.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 110.0 11		Dry Condition	30711314
2.01 0.00 0.00 0.00 0.00 0.00 0.00 0.00	PERCENT TOTAL BISIANCE	PERCENT INTAL MISTANCE	THEFT TOTAL
10.0 11.0 10.0 11.0 10.0 11.0 11.0 11.0	T 4 4 6 886	*	* * *
19.0 11.4 10.0 10.0 10.0 10.0 10.0 10.0 10	10.4 10.9	10.0 10.0 10.0 10.0	10.0 10.0 10.0
	10.0 10.0 1	10.0 10.0 10.0 10.0	19.0 14.0 10.0 10.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 10.0	10 0 10 0 10 0 10 0	14.0 10.0 10.0 10.0	14.6 14.0 16.0 16.0
10.01 10.01 10.01	10.0 10.0	10.0 10.0 10.0 10.0	6.0 6.6 6.6
	10.01 10.01 10.01	10.0 10.0 10.0 10.0	9.8 9.8 9.7 9.7
18.0 10.0 10.0	10 0 10 0 10 0	10.0 10.0 10.0 10.0	9.6 4.4 9.5 4.5
10.0 10.0 10.0	10.010.010.0	6.6 6.6 6.6	9.4 9.3 9.7 9.1
10.0 10.0 10.0 10.0	0. 10. 0. 10. 0. 10. 0. 10. 0.	8x 9.8 9.8 9.7 9.6	8.9 8.0 B.B
10.0 10.0 10.0 10.0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9.5 9.5 0.4 9.3	3.5 2.8 1.4 1.1
10.0 10.0		0.6	
		Wet Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
	4 4 6 6 6 7 7	X=0 2 4 5 H	
u v v v nex		10.0 10.0	10.0 10.0
10.01	0.01 0.01	10.0 10.0 10.0 10.0	9.8 9.7 9.6 9.5
	10 0 10 0 10 0 10 0	10.0 10.0	9.4 9.3 9.3 9.7
	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8.0 0.0 0.6	9.1 9.1 9.1
St 19.6 10.6 10.0 10.0 10.0	0.01 0.01 0.01 0.01	4x 9.8 4.7 9.7 9.6 9.6	4x 9.0 9.0 9.0 X
0.01 11.11 11.11	10.01.0.10.0	9.6 9.6 9.5 9.5	8.0 H.R 8.7 8.7
10.0 10.0 10.0	10 0 10 0 10 0 10 0	0.4 9.4 9.4 9.4	8.4 8.4 8.3
19.0 10.11 10.11	10.6 10.0 10.0	9.3 9.3 9.3 9.3	H. R 7.9 7.R
10.0 10.0 10.0	10 0 10 0 10 0	9.2 9.2 9.1 9.1	7.4 7.2 6.8
19.0 14.0 14.0		8.9 H.R R.A H.5	1.7 1.3 1.0 0.9
10.0 14.0 10.0 10.0	10 0	7.7	1.0
144 5.0		Sand Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
	* * *	*	2 4 4
	10.01 10.01 10.01	1 7.4 7.4 7.4	7.4 7.4 7.3 7.3
14.0 10.0	20 21 20 21 20 21	7.4 7.4 7.4	7.2 7.2 7.1 7.1
19.0 10.0 10.0	10 0 10 0 10 10 10 10	7.4 7.4 7.4	6.9 6.9 6.9
10.0 10.0 10.0 10.0		7.3 7.4 7.7 7.9	6.8 6.7 6.7 6.7
10.0 10.0	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4x 7.1 7.1 7.1 7.1 7.1	4x 6.6 6.5 4.4 6.3 4.7
10.0 10.0 10.0	14.0 10.0 10.0	7.0 7.0 7.0	4.1 6.1 6.0 5.0
14.8 19.0 19.4 18.0	11.11 11.11 11.11		5.4 5.7 5.6 5.5
14.8 16.8 10.8 18.8	10.0 10.0 10.0		5.1 4.3 2.3
10.0 10.0 10.0	11.0 10.0 11.0	6.3 6.5 6.3	1.1 0.0 0.7 0.6
10.0 14.0 10.0 10.0	10.0 10.0 10.0	1.0 2.0 0.0	0.5 0.5 0.4 0.4
:	10.4 16.6 16.4 16.8	3.3 (.1 1.4 1.1	
10x 9.9		10.4 0.8	

Table B33 Speed Profile for M68 Towing M107 for BIMO Mid-East Study Area

PERCENT TOTAL DISTANCE NEW CO. 20	Dry Condition 0		T TOTAL D
FREENT TOTAL DISTANCE 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Aet Condition	707AL DISTANCE	7 TOTAL 7
78 CENT TO 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Met Condition 1 Aver Condition 2 Aver Condition 1 Aver Condition 2 Aver Condition 1 Aver Condition 2 Aver Condition 2 Aver Condition 2 Aver Condition 3 Aver Condition 4 Aver Condition 5 Aver Condition 6 Aver Condition 7 Aver Condition 8 Aver Conditio	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 TOTAL B
THE STATE OF THE S	Met Condition 1 Aver Condition 2 Aver Condition 1 Aver Condition 1 Aver Condition 2 Aver Condition 1 Aver Condition 2 Aver Condition 2 Aver Condition 3 Aver Condition 1 Aver Condition 2 Aver Condition 2 Aver Condition 3 Aver Condition 3 Aver Condition 4 Aver Condition 5 Aver Condition 5 Aver Condition 5 Aver Condition 6 Aver Condition 7 Aver Condition 8 Aver Conditio	0.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	7 TOTAL B
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	Wet Condition	0.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	8.4 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10
100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0	Wet Condition Wet Condition Net Condition	707 AL DISTANCE	7 TOTAL D
78 C C K M M M M M M M M M M M M M M M M M	A	0.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	T TOTAL D
78 CENT TOTAL DISTANCE TO 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Met Condition 1 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	9.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0 1	8.4 8.2 8.4 8.2 7 TOTAL U
100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 100.00 10	No. 0 5 X Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	707AL DISTANCE	9.9 9.1 9.1 9.1 9.1 9.1 9.1 9.1 7 TOTAL 0
76 CENT TOTAL DISTRICT OF THE PROPERTY OF THE	Met Condition Net Co	F. 7 10.0 10.0 10.0 10.0 10.0 10.0 10.0 1	T TOTAL 0
78 CEM T TOTAL DISTANCE 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	Met Condition Net Condition Net Condition	0.0 10.0 10.0 10.0 0.0 10.0 10.0 0.7 0.0 0.8 0.7 0.0 10.0 0.7	7 TOTAL 0
10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	Wet Condition Wet Condition Net Condition Net Condition Net Condition	9.9 9.8 9.8 9.7 707AL DISTANCE 2 4 6 8	7 TOTAL 0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	Met Condition Net Co	707AL DISTANCE 2 4 6 18.8	8.4 8.2 T TOTAL 0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	Wet Condition	707AL DISTANCE 2 4 6 8 0.0 10.0 10.0	T TOTAL 8
X X M C X X M C X X X M C X X M C X X M C X X M C X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X M C X X	Wet Condition	707AL DISTANCE 2 4 6 8 0.0 10.0 10.0	T TOTAL 0
X H G C L L L L L L L L L L L L L L L L L L	6	707AL DISTANCE 2 4 6 8 8 0.0 10.0 10.0	T TOTAL 0
7 F F C E N T T T T A M C E N T T T T A M C E N T T T T T T T A M C E N T T T T T T T T T T T T T T T T T T	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	707AL DISTANCE	7 TOTAL 0
X=0 2 4 6 8 X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10	10.0 10.0 10.0 1 1 10.0 10.0 10.0 10.0	-:	7 2
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 17.0 1 10.0 10.0 10.0 10.0 10.	10.0	
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 1x 16.9		10.0 10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 2x 10.0	9.0 18.0 18.0 18.0	10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0		10.0 10.	10.0 10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 19.0 3x 19.0	10.0 10.	10.0 10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 4x 10.0	10.0 10.	10.0 10.0 9.9
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 5x 10.0	16.0 10.	9.8 9.8 9.7
10.0 10.0 10.0 10.0 10.0 10.0 7X 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	10.0 19.0 6x 10.0	10.0	9.5 9.4 9.3
19.0 10.0 10.0 10.0 10.0 8x 10.0 10.0 10.	10.0 14.0 7x 10.0	:	
C. C C. C C C C C C C C C C C C C C C C	10.0 10.0 8x 18.0		8.6 8.5 8.4
10.0 10.0 10.0 10.0 0.9	10.0 10.0 9x 9.8	9.7 9.	8.8 7.9 5.7
10x 9.9	18x 9.4		1.3
	Sand Condition		
PERCENT TOTAL DISTANCE PERCENT TOTAL DISTANCE		PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
	• •		X=8 2 4 6
	8 81 ×		9.4 6.6
			9.6 9.5 9.4 9.4
D. D	0 0 10		9.2 9.1 9.1 9.0
	10 11 0 1	4.0	8.9 8.9 8.8
	10 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		8.7 8.6 8.5 8.5
	10 0 XX	0.2 0.2 0.1	5x 8.3 8.3 8.2 8.1 A
0.01 0.01 7.0 0.01 0.01 0.01	Did XX	0.0	7.9 7.8 7.7 7.6
	7.4 40	8.8	7.3 7.2 7.1 7.0
	THE MAN AND A MAN AND AND AND AND AND AND AND AND AND A	8.6	6.7 6.6 6.5
	0. 8 70	2.8	1.4 1.1 0.9 0.8
*** *** *** *** *** *** *** *** *** **			9-0
14x 10.0			

Table B34 Speed Profile for M88 Towing MIOE2 for HIMO Mid-East Study Area

T TOTAL DISTANCE 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.	mdition PERCENT TOTAL DISTANCE	
T TOTAL DISTANCE 2	PERCENT TOTAL DISTANCE	
TOTAL DISTANCE TOTAL DISTANCE		PERCENT TOTAL DISTANCE
TOTAL DISTANCE TOTAL DISTANCE	, , ,	~
T TOTAL DISTANCE T TOTAL DIST	10.0 10.0 10.	B 18.0 19.0 10.0
TOTAL DISTANCE TOTAL DISTANCE	10.0 10.0 10.	16.0 10.0 10.0 10.0
TOTAL DISTANCE TOTAL DISTANCE	10.0 10.0 10.	16.0 10.0 10.0 10.0
TINTAL DISTANCE TOTAL DISTANC	10.0 10.0 10.	10.0 10.0 10.0 10.0
TOTAL DISTANCE TOTAL DISTANCE	4x 10.0 10.0 10.0 10.0 10.0	4x 10.0 10.0 10.0 10.0 10.0
TOTAL DISTANCE TOTAL DISTANCE	10.0 19.0 10.	10.0 10.0 10.0 10.0
T TOTAL DISTANCE T TOTAL DIST	10.0 18.0 10.0 10.	9.9 9.8 9.7
TOTAL DISTANCE 2	10.0 10.0 10.0 10.	9.6 9.6 9.6 9.4
TOTAL DISTANCE 2	18.0 10.0 10.	9.2 9.1 9.0 6.8
T TOTAL DISTANCE 2	0.0 0.0 0.8 0.	8.5 8.4 8.2
T TOTAL DISTANCE 2	14x 9.6	18% 1.*
T TOTAL DISTANCE 2	ndition	
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	200000 14101 1430000	
18. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	TENETH TOTAL DISTANCE	PERCENT TOTAL DISTANCE
18.8 10.0 10.0 10.0 10.0 10.0 10.0 10.0	x=0 2 4 6 B	X 4 6 8
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0	0 10.0 10.0 10.0
18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8 18. 8	10.0 10.0 10.0 10.0	10.0 10.0 10.0
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0 10.
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.8 19.9 19.8	10.0 10.0 10.
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	18.8 9.9 9.
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.8 9.7 9.
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.4 9.3 9.
TOYAL DISTANCE TOYAL DISTANCE TOYAL DISTANCE TOTAL DISTANCE		7x 9.0 9.0 8.9 8.8 A.7
TOYAL DISTANCE TOYAL DISTANCE PERCENT TOTAL DISTANCE	10.0 9.0 9.0	8.5 8.4 B.
T TOYAL DISTANCE 2 4 6 9	9.6 1.6 1.6	7.9 5.7 2.
10.0 151ANCE	•	101 1.3
741 DISTANCE	ondition	
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	X=0 2 4 6 8	X=8 2 4 6 8
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0 1	9.9 9.7 9.6
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.6 9.5 9.4 9.4
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	2x 9.9 9.8 9.8 9.8	9.1 9.1 9.0
10.0 10.0 10.0 10.0 4x 10.0 10.0 10.0 10.0 10.0 10.0 10.0	9.7 9.7 9.6 9.6	8.9 8.9 8.8
18.0 10.0 10.0 10.0 10.0 10.0 5x 10.0 10.0 10.0	9.5 9.4 9.4 9.3	8.7 8.6 8.5 8.5
	9.3 9.2 9.2 9.1	8.3 8.3 8.2 8.1
10.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	9.1 9.0 9.0 9.0	7.9 7.8 7.7 7.5
18.8 18.8 18.0 18.0 18.0 7x 19.0 18.0 18.0 18.0 18.0	8.9 8.9 8.8	7.3 7.2 7.1 7.0
16.0 10.0 10.0 10.0 10.0 10.0 10.0 10.0	8.7 8.6 8.6	6.7 6.6 6.5
18.0 18.0 18.0 18.0 0.9 OX 18.0 18.0 18.0 18.0	8.2 7.0 2.8 1.8	1.4 1.1 0.9 0.8
10x 0.0	10x 1.1	9.0 10.0

Table B35 Speed Profile for M88 Towing IFV/CFV for HIMD Mid-Rast Study Area

Primary Roads	Secondary Roads	Trails	Off Road
	Dry Condition	dition	
PERCENT TOTAL BISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
8 y + 6 8=x	•	2 4 6	v . cx
0 10.0 10.0 10	10.0 10.0 10.0 10.0	19.0 10.0 10.0	10.0 10.0 10.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0	
14.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0	10.0 16.0 10.0	10.0 10.0 10.0 10.0
16.0 10.0 10.0 1	10.0 10.0 10.0 10.0	18.4 18.8 18.8 18.8	10.0 10.0 10.0
18.0 10.0 10.0 10.0 1	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0
10.0 10.0 10.0 10.0 10.0 1	18.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
14.0 14.0 10.0 10.0 1	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	N. 0 0.0 0.0
10.0 10.0 10.0 1	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.7 9.6 9.5
10.0 10.0 10.0 10.0 1	10.0 10.0 10.0	10.0 10.0 10.0	9.3 9.7 9.1 8.9
10.0 10.0 16.0 1	10.0 10.0 10.0 10.0	8.0 0.0 0.6 0.6	R.7 8.5 8.4 3.4
10.0	16x 10.0	10x 9.6	10x 1.5
	Wet Condition	dition	
		DEDCENT TOTAL DICTARD	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENI TUTAL DISTANCE	PERCEPT TOTAL DISTANCE
x=0 2 4 6 8	X 6 4 6 X	X=0 2 4 K 8	x x x x x x x
0 10	10.0 10.0 10.0 10.0 10	10.0 10.0 10.0 10.0	0 10.0 10.0 10.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 1	14.0 10.0 10.0 10.0	10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 1	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 10.0 1	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.0 0.0 0.0
14.0 10.0 10.0 10.0 1	10.0 10.0 10.0 10.0	10.0 16.0 10.0 10.0	9.7 9.6 9.5 9.4
10.0 10.0 10.0 10.0 1	7x 1n.n 10.0 10.0 10.0 1n.n	10.0 14.0 10.0 10.0	6.5
10.0 10.0 1	10.0 16.0 10.0 10.0	14.0 16.0 10.0	8.8 8.7 8.6 8.5
10.0 10.0 10.0 10.0	10.0 10.0		H.2 H.1 5.8 2.7
111 d.			10x 1.5
	Sand Co	Sand Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL HISTANGE	PERCENT TOTAL BISTANCE	PERCENT TOTAL DISTANCE
x=x 2 4 5 8	x= 0 0 1 x	x	•
14.0	10.0 10.0 10.0 10.0 10	10.0 10.0 10.0 10.0	10.0 10.0 0.0 0.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.8 9.8 9.7 9.6
10.0 10.0 10.0 1	10.0 10.0 10.0	6.0 0.0 0.6	9.5 9.4 9.4 9.3
14.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.9 9.8 9.8	9.7 9.7 9.1 9.1
19.8 18.0 10.0 10.0	10.0 16.6 10.0 16.0	9.7 9.6 9.6 9.6	9.0 H.9 H.8 B.H
14.6 18.8 18.0 18.0	10.0 10.0 10.0 10.0	0.5 0.4 9.4 0.4	4.7 6.6 H.5 H.4
10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.3 9.3 9.3	8.7 8.1 8.0 7.9
19.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.2 9.1 9.1 9.8	7.7 7.5 7.4 7.3
14.0 18.0 10.0 10.0	NX 10.0 10.0 10.0 10.0 10.0	R. 9 B. 8	
18.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	8.5 F.3 R.7 E.8	6.5 5.6 2.6 1.7
		3.3	1.0

Table B36 Speed Profile for M98 Towing GSRS for HIMO Mid-East Study Area

CONTRACT VICTOR	Secondary Hoads	Trails	Off Road
	Dry Co	Dry Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
x x x x	7 4 4 A H	x 0 4 0 x	x=0 2 4 6 #
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	16.0 10.0 10.0
10.0 10.0 10.0	10.0 10.0 10.0	10.0 10.0	1x 10.0 10.0 10.0 10.0 10.0 14.4
10.0 10.0 10.0 10.0	10.0 18.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
19.0 10.0 10.0 10.0	16.8 18.8 18.8 18.8	18.4 18.0 18.0 18.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0	10.0 10.0 10.0 10.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0
10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 14.0	9.9 9.9 9.8
19.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.7 9.6 9.6 9.5
10.0 10.0 10.0 10.0	19.0 16.0 10.0 10.0	10.0 10.0 10.0 10.0	0.3 0.7 0.8 K.9
18.0 16.0 10.0 10.0	10.0 10.0 10.0 10.0	9.0 0.0 0.0	8.6 8.5 8.3 3.4
10.0	10.0		10x 1.5
	Wet Co	Wet Condition	
PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
•	X=0 2 4 6 8	X X Y X X	
10.0 10.0	19.0 10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	
10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 18.0 10.0	
10.0 10.0	10.0 10.0 10.0 10.0	19.0 10.0 10.0 10.0	
16.0 16.0 10.0 10.0	14.0 18.0 18.0 10.0	10.0 10.0 10.0 10.0	10 0 10 0 10 0
10.0 10.0 10.0 10.0	10.0 10.0 10.0	18.0 10.0 10.0	10.0 10.0 10.0
10.0 10.0 16.0	10.0 16.0 10.0 19.0	10.0 10.0 10.0 10.0	8.0 0.0 0.0
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 16.0	9.6 9.5 9.4 9.4
10.0 10.0 10.0	7x 10.0 10.0 10.0 10.0 10.0	7x 10.0 10.0 10.0 10.0 10.0	7x 9.2 9.1 9.0 9.0 4.9
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0 9.9	8.8 8.6 8.5 8.4
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.8 9.8 9.7 9.7	8.2 8.0 5.8 2.6
10x 0.0	10x 10.0		10x 1.3
	Sand	Sand Condition	
PERCENT TOTAL DISTANCE	PERCFET TOTAL DISTANCE	PERCENT TOTAL DISTANCE	PERCENT TOTAL DISTANCE
x v v v v v	x=0 2 4 × 8	4 4	•
10.0 10.0 10.0	0 10.0 10.0 10.0	1 10.0 10.0 10.0	10.0 9.9 9.8
10.0 10.0 10.0	10.0 10.0 10.0 10.0	10.0 10.0 10.0	9.7 9.7 9.6 9.5
10.0 10.0 10.0 10.0	10.0 10.0 10.0	0.0 0.0 0.0	9.4 9.3 9.2 9.2
14.0 10.0 10.0	18.8 18.8 10.8	9.4 U.H 0.7 9.7	9.1 9.1 0.0 0.0
10.0 10.0 10.0	4x 10.0 10.0 10.0 10.0 10.0	4x 9.6 4.5 9.5 9.5 9.4	4x 8.4 H.H R.7 H.7 A.6
10.0 10.0 10.01	10.0 10.0 10.0 10.0	9.4 9.3 9.3 9.3	8.5 R.5 R.4 R.3
10.0 10.0 10.0 10.0	10.0 10.0 10.0 10.0	9.2 4.2 9.2 4.1	H.1 H.0 7.9 7.7
10.0 10.0 10.0 10.0	18.8 18.9 18.9	9.1 9.0 9.0 8.9	7.5 7.4 7.3 7.2
18.8 18.0 10.8 18.0 18.	10.0 10.0 10.8 10.8	A.H H.B A.7 H.6	6.8 6.7 6.6
19.0	10.0 10.0 10.0 10.0	8.4 H.7 4.0 2.2	1.8 1.3 1.8 8.9
	14x 10.0		10x 0.7

Percent of Distance NOGO on Trails and Percent of Area NOGO Off-Road for Dry Condition in HIMO West Germany Study Area

		Off-	Road	
Vehicles	Insufficient Traction	Obstacle Interference and Traction	1 5 8 8 8 E	Total NOGO
Individual	Vehicle P	erformanc	e ·	
M578 Light Recovery Vehicle	0	4.9	0.2	5.1
Mll3Al Armored Personnel Carrier (APC)	0	7.1	0	7.1
M109A1, 155 mm, Self-Propelled Howitzer	0	0.3	0.2	0.5
M107, 175 mm, Self-Propelled Howitzer	0	2.1	0.2	2.3
M110E2, 8 in., Self-Propelled Howitzer	0	1.3	0.2	1.5
M88 Medium Recovery Vehicle	0	2.2	0.6	2.8
IFV/CFV Infantry/Cavalry Fighting Vehicle	0	2.1	0.2	2.3
GSRS, Ground Support Rocket System	0	2.8	0	2.8
M578/M88	Towing Per	rformance		
M578 Towing Mll3Al	0	6.3	0.2	6.5
M578 Towing M107	0	5.0	0.2	5.2
M578 Towing MlO9Al	0	5.6	0.2	5.8
M578 Towing MllOE2	0	5.7	0.2	5.9
M578 Towing IFV/CFV	0	5.2	0.2	5.4
M578 Towing GSRS	0	5.5	0.2	5.7
M88 Towing M107	0	3.4	0.6	4.0
M88 Towing MllOE2	0	3.9	0.6	4.5
M88 Towing IFV/CFV	0	2.9	0.6	3.5
M88 Towing GSRS	0	4.2	0.6	4.8

Note: No NOGO's on trails.

Table B38

Percent of Distance NOGO on Trails and Percent of Area NOGO Off-Road for Wet Condition in HIMO West Germany Study Area

		Off-	Road	
Vehicles	Insufficient Traction	Obstacle Interference and Traction	Combination of Following: Obstacles, Vegetation, Soil, Slope	12 1
Individual Ve	hicle P	erformanc		
M578 Light Recovery Vehicle	0	5.0	0.2	5.2
Mll3Al Armored Personnel Carrier (APC)	0	7.3	0	7.3
M109A1, 155 mm, Self-Propelled Howitzer	0	1.1	0.2	1.3
M107, 175 mm, Self-Propelled Howitzer	0	2.6	0.2	2.8
M110E2, 8 in., Self-Propelled Howitzer	0	1.7	0.2	1.9
M88 Medium Recovery Vehicle	0	2.2	0.6	2.8
IFV/CFV Infantry/Cavalry Fighting Vehicle	0	5.3	0.2	5.5
GSRS, Ground Support Rocket System	0	5.1	0.0	5.1
M578/M88 To	wing Per	formance		
M578 Towing Mll3Al	0	6.3	0.2	6.5
M578 Towing M107	0	5.5	0.4	5.9
M578 Towing M109A1	0	5.8	0.2	6.0
M578 Towing M110E2	0	6.3	0.4	6.7
M578 Towing IFV/CFV	0	5.8	0.2	6.0
M578 Towing GSRS	0	5.9	0.2	6.1
M88 Towing M107	0	3.9	0.6	4.5
M88 Towing M110E2	0	3.5	0.6	4.1
M88 Towing IFV/CFV	0	3.3	0.6	3.9
M88 Towing GSRS	0	4.2	0.6	4.8

Note: No NOGO's on trails.

Table B39

Percent of Distance NOGO on Trails and Percent of Area NOGO Off-Road for Snow Condition in HIMO West Germany Study Area

	Trai	ils				f-Road	
Vehicles	Insufficient	Total NOGO		Insufficient Traction	Obstacle Interference & Traction	Combination of Following: Obstacle, Vegetation, Soil & Slope	Total NOGO
India	ridual	Vehic	ele	Perf	ormance		
M578 Light Recovery Vehicle	0	0		0	5.0	0.2	5.2
Mll3Al Armored Personnel Carrier (APC)	0	0		0	7.3	0	7.3
M109A1, 155 mm, Self- Propelled Howitzer	0	0		0	2.5	0.2	2.7
M107, 175 mm, Self- Propelled Howitzer	0	0		0	3.2	0.2	3.4
M110E2, 8 in., Self- Propelled Howitzer	0	0		0	2.6	0.2	2.8
M88 Medium Recovery Vehicle	0	0		0	2.2	0.6	2.8
IFV/CFV Infantry/ Cavalry Fighting Vehicle	0	0		0	5.7	0.2	5.9
GSRS, Ground Support Rocket System	0	0		0	6.1	0.4	6.5
м578	/M88 T	owing	Pe	erfor	mance		
M578 Towing MJ13A1	0	0		0	6.3	0.2	6.5
M578 Towing M107	0.5	0.5		2.1	5.5	2.4	10.0
M578 Towing M109A1	0	0		0	5.7	0.7	6.4
M578 Towing Ml10E2	0.5	0.5		2.1	6.2	2.4	10.7
M578 Towing IFV/CFV	0	0		0	5.4	0.3	5.7
M578 Towing GSRS	0	0		0	5.8	0.7	6.5
M88 Towing M107	0	0		0	3.4	0.6	4.0
M88 Towing M110E2	0	0		0	3.6	0.6	4.2
M88 Towing IFV/CFV	0	0		0	3.6	0.6	4.2
M88 Towing GSRS	0	0		0	4.4	0.6	5.0

Percent of Distance NOGO on Trails and Percent of Area NOGO
Off-Road for Dry Condition in HIMO Mid-East Study Area

	Off-Road				
Vehicles	Insufficient Traction	Obstacle Interference and Traction		Soil, Slope Total NOGO	
Individual Ve	hicle P	erformanc	<u>e</u>		
M578 Light Recovery Vehicle	. 0	10.7	0	10.7	
M113Al Armored Personnel Carrier (APC)	0	9.4	0	9.4	
M109A1, 155 mm, Self-Propelled Howitzer	0	0	0	0	
M107, 175 mm, Self-Propelled Howitzer	0	1.3	0	1.3	
M110E2, 8 in., Self-Propelled Howitzer	0	0.5	0	0.5	
M88 Medium Recovery Vehicle	0	0.5	0	0.5	
IFV/CFV Infantry/Cavalry Fighting Vehicle	0	1.3	0	1.3	
GSRS, Ground Support Rocket System	0	1.3	0	1.3	
M578/M88 To	wing Pe	rformance			
M578 Towing Mll3Al	0	11.1	0	11.1	
M578 Towing M107	0	11.5	0	11.5	
M578 Towing M109A1	0	11.5	0	11.5	
M578 Towing M110E2	0	11.5	0	11.5	
M578 Towing IFV/CFV	0	11.3	0	11.3	
M578 Towing GSRS	0	11.5	0	11.5	
M88 Towing M107	0	5.9	0	5.9	
M88 Towing M110E2	0	5.9	0	5.9	
M88 Towing IFV/CFV	0	5.7	0	5.7	
M88 Towing GSRS	0	5.7	0	5.7	

NOTE: No NOGO's on trails.

Table B41

Percent of Distance NOGO on Trails and Percent of Area NOGO
Off-Road for Wet Condition in HIMO Mid-East Study Area

	Tra	ils	,	Off-Road		
Vehicles	Insufficient	Total NOGO	Insufficient Traction	Obstacle Interference & Traction	Combination of Following: Obstacle, Vegetation,	Soil & Slope Total NOGO
<u>Indi</u>	vidual	Vehic	le Perf			
M578 Light Recovery Vehicle	0	0	0	10.7	0	10.7
M113Al Armored Personnel Carrier (APC)	0	0	0	9.9	0	9.9
M109Al, 155 mm, Self- Propelled Howitzer	0	0	0	0.3	0	0.3
M107, 175 mm, Self- Propelled Howitzer	0	0	0	1.3	0	1.3
M110E2, 8 in., Self- Propelled Howitzer	0	0	0	0.5	0	0.5
M88 Medium Recovery Vehicle	0	0	0	0.5	0	0.5
IFV/CFV Infantry/ Cavalry Fighting Vehicle	0	0	0	6.5	0	6.5
GSRS, Ground Support Rocket System	0	0	0	6.5	0	6.5
M578	B/M88 !	Towing	Perfor	mance		
M578 Towing M113A1	0	0	0	11.3	0	11.3
M578 Towing M107	0.1	0.1	0	14.9	0.2	15.1
M578 Towing M109A1	0.1	0.1	0	14.1	0	14.1
M578 Towing M110E2	0.1	0.1	0	14.9	0.2	15.1
M578 Towing IFV/CFV	0	0	0	14.2	0	14.2
M578 Towing GSRS	0.1	0.1	0	13.9	0	13.9
M88 Towing M107	0	0	0	6.4	0	6.4
M88 Towing M110E2	0	0	0	6.4	0	6.4
M88 Towing IFV/CFV	0	0	0	6.4	0	6.4
M88 Towing GSRS	0	0	0	6.4	0	6.4

Table B42

Percent of Distance NOGO on Trails and Percent of Area NOGO
Off-Road for Sand Condition in HIMO Mid-East Study Area

	Tre	ils		Off-Road		
Vehicles	Insufficient	Total NOGO	Insufficient Traction	Obstacle Interference & Traction	Combination of Following: Obstacle, Vegetation, Soil & Slope	Total NOGO
Ind	[vidua]	L Vehic	le Perf			
M578 Light Recovery Vehicle	0	0	0	10.7	0	10.7
Mll3Al Armored Personnel Carrier (APC)	0	0	0	9.4	0	9.4
M109A1, 155 mm, Self- Propelled Howitzer	0	0	0	0	0	0
M107, 175 mm, Self- Propelled Howitzer	0	0	0	1.3	0	1.3
M110E2, 8 in., Self- Propelled Howitzer	0	0	0	0.5	0	0.5
M88 Medium Recovery Vehicle	0	0	0	0.5	0	0.5
IFV/CFV Infantry/ Cavalry Fighting Vehicle	0	0	0	1.3	0	1.3
GSRS, Ground Support Rocket System	0	0	0	1.3	0	1.3
M5"	88M\87	Towing	Perfor	mance		
M578 Towing Mll3Al	0.1	0.1	0	14.9	0	14.9
M578 Towing M107	12.6	12.6	11.6	13.1	0.4	25.1
M578 Towing M109A1	10.6	10.6	10.2	12.4	0.9	23.5
M578 Towing M110E2	12.6	12.6	11.6	13.1	0.4	25.1
M578 Towing IFV/CFV	8.2	8.2	7.3	14.4	2.5	24.2
M578 Towing GSRS	10.6	10.6	9.0	15.7	0.6	25.3
M88 Towing M107	8.2	8.2	6.9	6.2	1.9	15.0
M88 Towing M110E2	8.2	8.2	6.9	6.2	1.9	15.0
M88 Towing IFV/CFV	1.8	1.8	0	5.9	2.3	8.2
M88 Towing GSRS	7.2	7.2	0.8	6.2	6.7	13.7

Performance Data for Study Vehicles Crossing Linear Features (Water Crossing) in the HIMO West Germany Study Area

Ho	ours Per Mi	le
Dry	Wet	Snow
Cormance		
0.0443	0.049	0.0497
0.0592	0.0669	0.0641
0.0404	0.0432	0.0439
0.0437	0.0484	0.0493
0.0437	0.0484	0.0491
0.0362	0.0393	0.0371
0.0407	0.0404	0.0413
0.0362	0.0422	0.0380
ormance		
0.0459	0.0504	0.0516
0.0507	0.0546	0.057
0.0491	0.0532	0.0553
0.0507	0.0546	0.057
0.0491	0.0532	0.0553
0.0491	0.0532	0.055
0.0403	0.0427	0.041
0.0403	0.0427	0.041
0.0393	0.0419	0.040
0.0393	0.0419	0.040
	Dry Cormance 0.0443 0.0592 0.0404 0.0437 0.0437 0.0362 0.0407 0.0362 0.0407 0.0507 0.0491 0.0507 0.0491 0.0403 0.0403 0.0403	Dry Wet Cormance 0.0443

Table B44

Performance Data for Study Vehicles Crossing Linear Features (Water Crossing) in the HIMO Mid-East Study Area

	He	ours Per Mi	Le
Vehicles	Dry	Wet	Sand
Individual Vehicle Per	formace		
M578 Light Recovery Vehicle	0.0328	0.047	0.032
M113Al Armored Personnel Carrier (APC)	0.0286	0.0296	0.028
M109A1, 155 mm, Self-Propelled Howitzer	0.0202	0.0275	0.020
M107, 175 mm, Self-Propelled Howitzer	0.0304	0.0376	0.030
M110E2, 8 in., Self-Propelled Howitzer	0.0291	0.0370	0.029
488 Medium Recovery Vehicle	0.0211	0.0206	0.021
IFV/CFV Infantry/Cavalry Fighting Vehicle	0.0191	0.0194	0.019
GSRS Ground Support Rocket System	0.0211	0.0308	0.021
M578/M88 Towing Perfo	rmance		
M578 Towing Mll3Al	0.0334	0.0419	0.033
M578 Towing M107	0.0353	0.0455	0.035
M578 Towing M109A1	0.0346	0.0443	0.034
M578 Towing M110E2	0.0353	0.0455	0.035
M578 Towing IFV/CFV	0.0353	0.0443	0.034
M578 Towing GSRS	0.0353	0.0443	0.034
488 Towing M107	0.0313	0.0306	0.031
488 Towing M110E2	0.0313	0.0306	0.031
188 Towing IFV/CFV	0.0288	0.0256	0.028
488 Towing GSRS	0.0288	0.0256	0.028

APPENDIX C: COMPUTATION OF MOBILITY RATING SPEED FOR TACTICAL MOBILITY LEVELS

1. The equation for computing mobility rating speed is given as follows:

$$V_{W} = \frac{100}{\frac{P}{V_{C}} + PT_{X} + \frac{100 - P}{V_{R}}}$$
 (1)

where:

V_w = mobility rating speed, mph, for a vehicle performing a mission for a specific area and condition

P = the percentage of expected off-road operating distance

V_C = the speed from the off-road profile, mph, corresponding to C

C = the percentage of the off-road terrain that should be negotiable

T_X = the time spent crossing linear features for each mile of off-road terrain traversed, hr/mi

 V_R = the speed from the on-road speed profile, mph, corresponding to R

R = the percentage of the road and trail network that should be negotiable

2. The speed from the on-road profile, $V_{\rm R}$, is not directly available from this study, but can be computed using the speeds from the profiles of the primary and secondary roads and trails as follows:

$$V_{R} = \frac{100 - P}{\frac{P_{P}}{V_{PP}} + \frac{P_{S}}{V_{SP}} + \frac{P_{T}}{V_{TP}}}$$
(2)

where:

P_P, P_S, P_T = percentage of the composite on-road and off-road network that are primary roads, secondary roads, and trails, respectively

V_{PP}, V_{SP}, V_{TP} = the speeds from the primary road, secondary road, and trail speed profiles, respectively, mph, that correspond to R

3. Equations 1 and 2 can be combined to yield the following:

$$V_{W} = \frac{100}{\frac{P}{V_{C}} + PT_{X} + \frac{P_{P}}{V_{PP}} + \frac{P_{S}}{V_{SP}} + \frac{P_{T}}{V_{TP}}}$$
(3)

4. For this report, values for P , P_P , P_S , and P_T in the HIMO West Germany study area can be found for each tactical mobility level in Table 5, main text. Values for V_C , V_{PP} , V_{SP} , and V_{TP} are available from the speed profiles for the study vehicles given in Tables B1-B36. Values for T_X for each vehicle are available in Tables B43 and B44.

In accordance with letter from DAEN-RDC, DAEN-ASI dated 22 July 1977, Subject: Facsimile Catalog Cards for Laboratory Technical Publications, a facsimile catalog card in Library of Congress MARC format is reproduced below.

Randolph, Donald D

Mobility performance of the M578 Light Recovery Vehicle and other selected vehicles / by Donald D. Randolph. Vicksburg, Miss.: U. S. Waterways Experiment Station; Springfield, Va.: available from National Technical Information Service, 1979.

24, [62] p.: ill.; 27 cm. (Miscellaneous paper - U. S. Army Engineer Waterways Experiment Station; GL-79-6)
Prepared for U. S. Army Training and Doctrine Command,
Fort Monroe, Va.
References: p. 24.

I. Military vehicles. 2. Mission performance. 3. Off-road mobility. 4. On-road mobility. 5. Vehicle performance. I. United States. Army Training and Doctrine Command. II. Series: United States. Waterways Experiment Station. Vicksburg, Miss. Miscellaneous paper; GL-79-6. TA7.W34m no.GL-79-6